

88 00350

10.65

INSTITUTE OF GOVERNMENTAL
STUDIES LIBRARY

MAR 30 1987

UNIVERSITY OF CALIFORNIA

Maywood



General Plan

Maywood




General Plan

prepared by:

Urban Futures Inc.

January 1976



Digitized by the Internet Archive
in 2024

<https://archive.org/details/C124890899>

TABLE OF CONTENTS

	PAGE
<u>INTRODUCTION</u> -----	1
STATE LAW- - - - -	1
FINALIZATION AND IMPLEMENTATION- - - - -	2
<u>BACKGROUND TO PLANNING</u> -----	3
HISTORY- - - - -	3
LOCAL SETTING- - - - -	3
EXISTING LAND USE- - - - -	5
POPULATION- - - - -	7
<u>GOALS AND OBJECTIVES</u> -----	10
<u>GENERAL PLAN ELEMENTS</u> -----	12
CONSERVATION - - - - -	12
OPEN SPACE AND RECREATION- - - - -	19
COMMUNITY DESIGN AND SCENIC HIGHWAYS - - -	31
SAFETY AND SEISMIC SAFETY- - - - -	35
NOISE- - - - -	50
CIRCULATION- - - - -	62
HOUSING- - - - -	68
LAND USE - - - - -	79

MAYWOOD FIGURES

<u>FIGURE</u>		<u>PAGE</u>
A	Regional Location Map -----	4
B	Existing Land Use Summary -----	6
C	Existing Land Use Map -----	7
D	Maywood Population History -----	8
E	Maywood Age/Sex Pyramid -----	9
F	Open Recreational Land Chart -----	20
G	Selected Recreational Statistics -----	24
H	Recreation Needs by Study Area -----	24
I	Rank of Recreation Needs -----	24
J	Recreation Resources by Study Areas -----	25
K	Rank of Recreation Resources -----	25
L	Priority of Need -----	26
M	Noise Contours Map -----	56
N	Circulation Map -----	67
O	Housing Units by Type -----	70
P	Housing Units by Occupancy -----	71
Q	Housing Conditions Survey Map -----	73
R	Overcrowded Units -----	74
S	Population Projections -----	82
T	Land Use Proposal Map -----	89
U	Proposed Land Use Summary -----	90

Introduction

INTRODUCTION

Cities, like people, plan ahead in order to accomplish future objectives. The accomplishment of desired objectives requires action based on intelligent and informed decisions. The purpose of planning is to provide the information, recommendations and evaluation of alternatives which are necessary to effective decision making.

The decisions with which the General Plan is concerned are those affecting the development of urban land. The City is physically composed of a multitude of residential, commercial and industrial structures, open areas, streets, public buildings and sites, and utilities and service installations. In order that all of these uses of urban land may be developed with proper regard to their relationship to each other and to the people whom they serve, it is important to state the desired overall relationships in a General Plan. The General Plan does not endeavor to deny the right of private owners to develop their property insofar as such development is consistent with general community interest. The basic purpose of the General Plan, rather, is to establish general locations and standards for different types of land use, circulation routes, and community facilities and functional relationships between them, in accordance with the goals, needs and resources of the citizens of the community.

STATE LAW

California State Law requires every city and county to prepare and adopt a comprehensive, long-range plan as a guide for rational community development. Section 65302 of the California Government Code currently requires the following nine elements to be included within the plan:

- o Land Use
- o Circulation
- o Housing
- o Conservation
- o Open Space
- o Seismic Safety
- o Noise
- o Scenic Highways
- o Safety

Also included within Maywood's General Plan is a Recreation Element and a Community Design Element, which are recommended by the Code, but not required.

Due to close relationships between some elements, Maywood's eleven General Plan elements are grouped into the following categories:

- o Conservation
- o Open Space and Recreation
- o Community Design and Scenic Highways
- o Safety and Seismic Safety
- o Noise
- o Circulation
- o Housing
- o Land Use

FINALIZATION AND IMPLEMENTATION

The updated General Plan was completed in draft form and then reviewed, and if necessary, revised by various appropriate City departments. The Plan was then presented to the City Planning Commission at a public hearing which gave the citizens of the community the opportunity to voice their approval or disapproval of the Plan to the Commission.

After approval by the Planning Commission, the General Plan was then taken before the City Council at another public hearing. Here, the General Plan was finalized and adopted by the Council as their official policy statement for the City of Maywood.

Implementation measures will depend on the particular element involved, the degree of change necessary, funding, and other factors the City will have to deal with. Implementation may require the development of additional studies and plans, revision of an old ordinance, or the development of a new ordinance. Various implementation measures are suggested within the content of most elements. However, responsibility for the actual implementation of the General Plan, or any part of it, will lie primarily with the City Council and other City officials.

Background to Planning

-4-

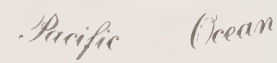


FIGURE A

EXISTING LAND USE

The January, 1975 Land Use Survey indicates that little has changed in Maywood over the last ten years.

Residential:

Residential land uses account for just under 61 percent of all City land area. The well-established land use pattern consists of a mixture of dwelling unit types on every residential block. A block-by-block analysis reveals Maywood's lowest block densities begin at approximately eight dwelling units per acre. These blocks basically consist of single-family detached homes with one or two small apartment complexes of two to five units mixed in. The highest block densities approach thirty-five dwelling units per net acre. These blocks have a number of large apartment complexes of approximately ten to fifteen units on consolidated lots. The average density for all residential land use in Maywood is just over fifteen dwelling units per net acre.

Commercial:

Commercial land uses account for just over six percent of the City's area and exists almost entirely as "strip commercial" along Atlantic Boulevard and Slauson Avenue. Maywood does have a few non-conforming commercial uses in residential areas.

Industrial:

Industrial land uses are generally located on Maywood's periphery and account for just over three percent of the City's total land area. Maywood's 22.5 acres of industrial land is overshadowed by the "sea of industry" that surrounds the City.

Public:

Public land uses include all government buildings and land, schools, parks, city yards and other related facilities. Currently, there are 19.2 acres, 2.7 percent of the City's land area, devoted to public uses.

Institutional/Quasi-Public:

Maywood's eleven churches, the hospital, convalescent home, and lodge halls make up the institutional and quasi-public land use category. These uses total 8.7 acres and comprise a little over one percent of Maywood's land area. Parochial schools affiliated with a church are included here also.

Streets:

City streets and highways take up 184.4 acres and comprise Maywood's second largest allocation of land, behind residential uses. Slauson Avenue and Atlantic Boulevard alone comprise over 31 acres. It is common for highly urbanized areas to devote approximately one quarter of their total land area to circulation.

Vacant:

Less than one percent of the City's land is now vacant. This reflects a mature community with very limited opportunities for new development.

MAYWOOD
EXISTING LAND USE
SUMMARY
FIGURE B

<u>CATEGORY</u>	<u>ACRES</u>	<u>PERCENT OF TOTAL CITY AREA</u>
Residential - - - - -	442.7	60.8
Commercial- - - - -	44.0	6.1
Industrial- - - - -	22.5	3.1
Public- - - - -	19.2	2.7
Institutional/Quasi-Public- -	8.7	1.2
Streets/Highways- - - - -	184.4	25.3
Vacant- - - - -	4.8	0.8
TOTAL	728.3	100.0

SOURCE: Urban Futures, Inc.
Land Use Survey - Jan. 1975

Existing Land Use

Maywood General Plan

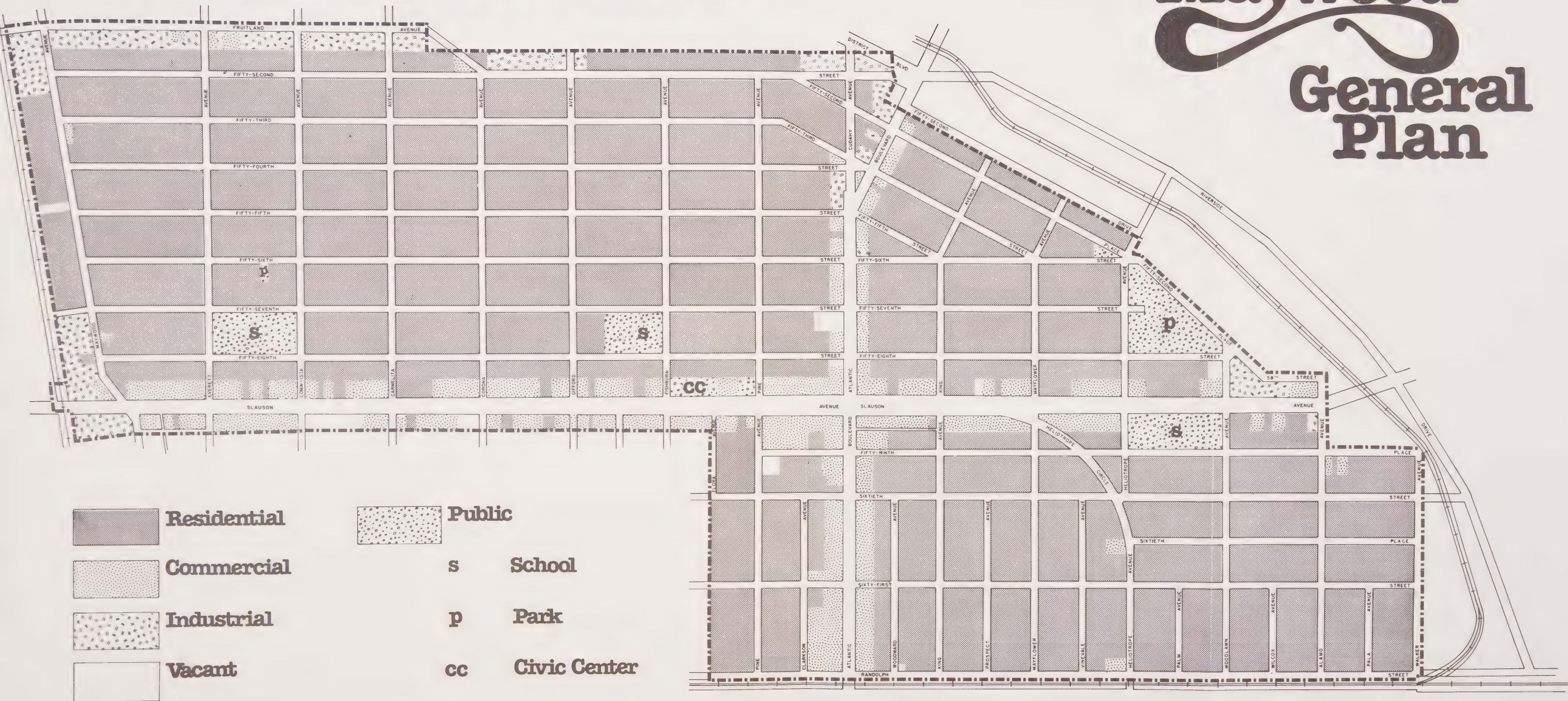


FIGURE C

prepared by:
Urban Futures Inc.

POPULATION

As of January, 1975, Maywood's estimated total population was 16,599. The City generally has experienced continuous population growth up until the 1970's. During the past five years, Maywood's population has decreased 2.3 percent.

MAYWOOD POPULATION HISTORY
FIGURE D

<u>Year</u>	<u>Population</u>	<u>Percent Increase/Decrease</u>
1930	6,794	----
1940	10,731	+57.9
1950	13,292	+23.9
1960	14,588	+ 9.8
1965*	16,080	+ 9.3
1970	16,996	+ 5.4
1975*	16,599	- 2.4

* SOURCE: U.S. Census and Los Angeles
Regional Planning Commission

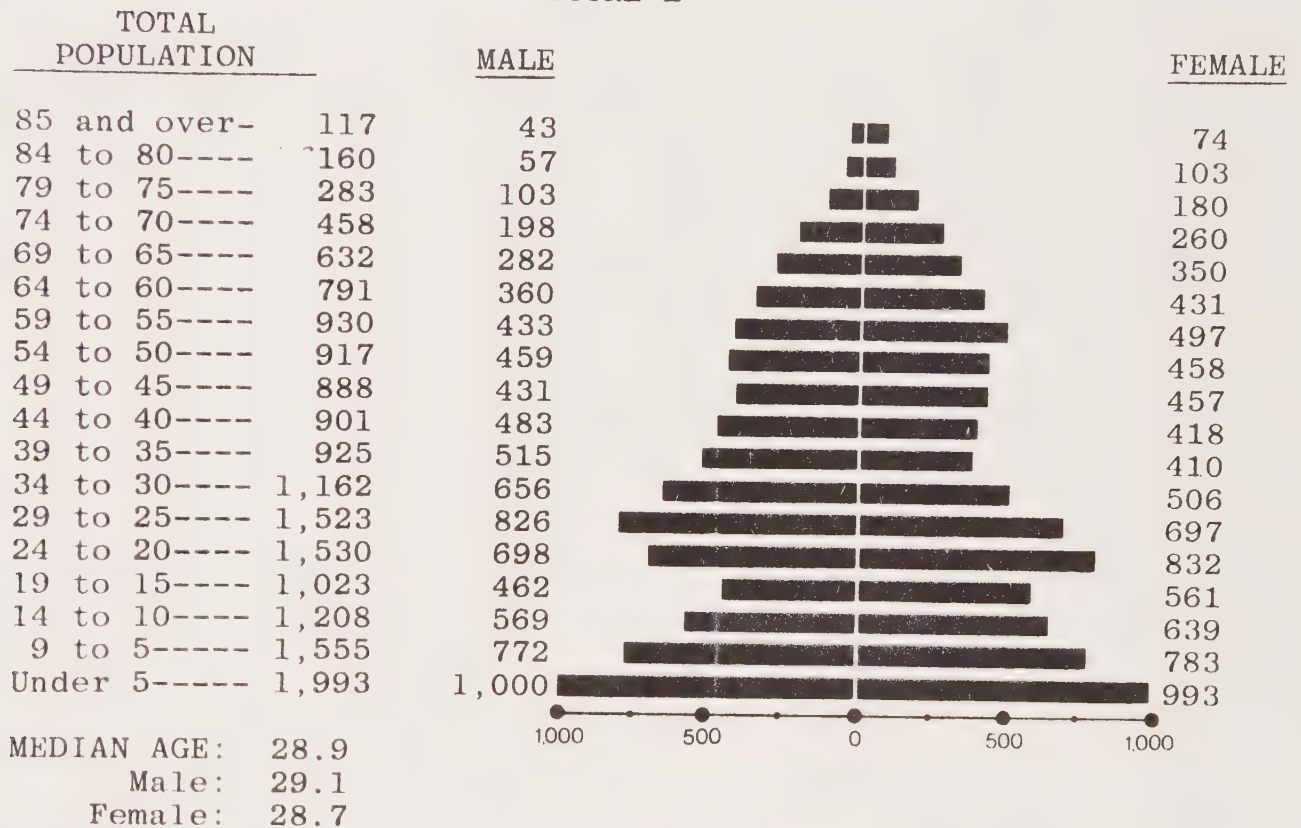
Growth that occurred in the 1960's due to the conversion of single-family units to multi-family apartment complexes is not taking place in the first half of the current decade. This is primarily due to the many changes in economic and social conditions in the Southern California metropolitan area. Regional employment conditions will continue to be a major factor affecting Maywood's population.

Population Characteristics:

Maywood's population is made up primarily of moderate income families whose main source of income is from employment in the surrounding industrial areas. The total population of the City, according to the 1970 Census was 16,996, of which 5,934 (34.9%) were of Spanish language or surname. Those 62 years old or older make up just over 12 percent of the Maywood population.

The following age/sex pyramid provides a more complete understanding of the City's 1970 population breakdown.

FIGURE E



Goals & Objectives

GOALS AND OBJECTIVES

The General Plan is intended to provide for the future physical development of the City, in accordance with the goals and objectives of its citizens and with accepted planning standards and principles.

Maywood is not an independent social, economic or physical entity. The area's highway system binds Maywood closely to the region of which it is a part. Most of the City's residents work outside Maywood, do much of their shopping and spend much of their leisure time outside the City. Heavy industrial plants bordering Maywood are evident from many points within the City. Obviously, the potential for the future development of the community is largely determined by happenings in the larger metropolitan area. Therefore, it is important to relate any estimates or proposals for Maywood's future development to growth prospects for the metropolitan area.

On the other hand, while Maywood's future growth and structure will be strongly influenced by external factors, as well as by the nature of Maywood's present land use pattern, owing to the City's land area being over 99 percent developed, the community nevertheless has considerable latitude in determining the quality of future development. For this reason, the recommendations embodied in the General Plan are directed toward the overall goal of maintaining and improving the quality, efficiency, attractiveness and general livability of the City within the framework of what is realistically attainable.

Because the General Plan is concerned with selecting the proper means of accomplishing community objectives, it is important to define these objectives. The following list summarizes the community's overall proposed physical development goals and objectives:

- o To preserve and enhance the quality and livability of the City's residential neighborhoods, with particular reference to safety, convenience, quiet and attractiveness.

- o To maintain the single family nature of the community in order to conserve limited City resources, to minimize traffic congestion, and to maintain adequate public services and facilities such as police, fire, water, power, etc.
- o To promote neighborhood stability by preventing deterioration of the City's existing housing stock and by encouraging higher minimum standards of quality for new residential development.
- o To encourage the location of commercial facilities offering an appropriate range of goods and services for the City's population.
- o To promote the orderly development of the City's commercial areas with due regard to matters of proper location, attractive appearance, adequate offstreet parking and safe and efficient access.
- o To determine logical areas suited to industrial use and to encourage an orderly pattern of industrial development.
- o To provide for safe, efficient, quick and convenient vehicular circulation within the City.
- o To provide for adequate schools, parks, civic buildings and other community facilities.

Other more specific community planning objectives are presented throughout the following General Plan elements.

General Plan Elements

Conservation

CONSERVATION ELEMENT

The Conservation Element is an analysis of the physical resources and natural processes within and around Maywood, and the City's criteria for the conservation of these resources and processes based on the City's goals, policies, and recommended programs.

The terms "natural" and "environment" will be used frequently in this Element. Natural refers to the physical world surrounding man which exists independently of his activities. Environment refers to those factors surrounding an organism, especially man, which influence its existence and development. In the context, of this element, environment refers to the physical factors surrounding an organism rather than the social and economic factors. These definitions are not meant to exclude man and his activities from the definition of natural environment, but to distinguish between the environment man creates and that environment which exists independently of him and to which he must adapt. The purpose of the Conservation Element is to achieve a sensitive integration of the two.

ANALYSIS OF NATURAL RESOURCES

Land:

Maywood is situated on the relatively flat alluvial plains of the Los Angeles and Rio Hondo Rivers. For much of the history of the area, the land was used for agriculture and livestock grazing. Over the years, though, the use of land has changed and is given entirely now to urban residential, commercial, and some light industrial uses within the City limits.

The process of erosion has transported enormous amounts of materials from the nearby mountains and deposited it as alluvium in the coastal lowland areas in which Maywood is located. This process has formed an essentially flat topography in Maywood. The elevation of the City is approximately 175 feet above sea level in the northwestern area and slopes slightly down to the southeast to an elevation of about 140 feet. The only

significant landmark in the area is the Los Angeles River which flows just outside and parallel to the City limits to the northeast.

The soils underlying Maywood are gravel, sand, silt, and clay deposited by the erosional process mentioned above. Soil drainage is to the southeast toward the Los Angeles River. The actual drainage has altered significantly because of urbanization, channelization of the Los Angeles River and its tributaries, and construction of storm sewers.

Water:

Maywood and the rest of Los Angeles County are generally considered water deficient areas in terms of supporting the size population which now lives here. Water is imported into the region from the Feather River and rivers near Mono Lake in Northern California, and from the Colorado River.

Very little of Maywood's water is supplied by these sources. Maywood is situated on the water bearing sediments of the coastal plain of the Los Angeles County Hydrologic Subarea. Three mutual water companies tap the groundwater of this area to supply the City's water demands. Analysis of groundwater levels in the area by the State Department of Water Resources shows that the elevation of the groundwater averages 65 feet below sea level or that the average distances between the surface of the ground and the surface of the water is 230 feet. The quality of the water supply is hard, averaging 400 milligrams of total dissolved solids per liter. The public health standards for water used for domestic and municipal purposes have long defined the permitted level of total dissolved solids as 1000 milligrams/liter and the recommended level as 500 milligrams/liter. Maywood's water supply meets the recommended standard for water quality by a safe margin. Analysis of the groundwater for pesticides has detected no presence of chlorinated pesticides in the water.

Air:

Maywood is located near the center of the Los Angeles metropolitan area and so shares in the region's air pollution problems. Since the airshed exists at a regional level, control of air pollution has been preempted by the Environmental Protection Agency, the State Air Resources Board, and the Los Angeles County Air Pollution Control District. The local governments depend on these agencies to control air quality.

Emissions, especially those from stationary sources, are now under stringent regulations, and to a large extent have been reduced. The air quality of the Los Angeles Basin certainly is higher than it would be without strong regulations. However, emissions from mobile sources, most notably the automobile, have yet to be adequately controlled. These are the emissions most responsible for photochemical smog. As more vehicle miles are driven in the County each year, the concentrations of hydrocarbons, oxides of nitrogen and sulfur, lead, and particulate pollutants will increase unless vehicular emissions are substantially reduced.

While legal control and regulation of air pollution rests with the agencies listed above, cities can take action to reduce air pollution. Such actions are set forth in the planning considerations section of this element.

Vegetation and Wildlife:

The native landscape of Maywood, as noted before, has been radically altered by urbanization. What was once California prairie grassland has been paved, built upon, and planted with ornamental trees, shrubs, and grasses. The native wildlife population has been substantially reduced as a result of urbanization as well. Most species have either migrated to other regions of Southern California, or have been exterminated.

Maywood does, however, have a variety of flora and fauna which enhances the City's environment considerably. The vegetation growing in the City may be thought of in four categories: (1) the interstitial forest consisting of trees growing between buildings and streets, (2) parks and green zones, (3) gardens of ornamental and food plants, and (4) lawns or interstitial grassland (Detwyler, 1972). All four kinds of vegetation exist in Maywood. A population of street trees numbers approximately 2,580. These are augmented by about 50 more trees in Maywood City Park.

Additional trees grow on private property. The species include carobs, camphors, carolina cherries, jackorandas, ashes, crepe myrtles, and evergreen elms.

The wildlife, which lives in the relatively small habitats usually found in an urban area, are species which are (1) adapted to life with man and are at least partly dependent on him for food and cover, or (2) tolerate man and occasionally take advantage of his agriculture and gardens. The most common types of urban wildlife are a wide variety of rodents, birds, amphibians, insects, and domestic dogs and cats, all of which live in Maywood.

However, in light of the urban nature of the City, both vegetation and wildlife exist in small populations in ecological niches which they have managed in spite of the incursions of man.

Climate:

In relation to the rest of the United States, the Southern California climate is mild and is a central attraction of the area. The climate is Mediterranean, characterized by mild winters and hot summers virtually without summer rain fall. What precipitation occurs usually occurs in winter after long periods of drought and in quantities which make flooding a problem.

Winter days have considerable sunshine and an average temperature of 55 degrees, while summers have an average temperature of 70 degrees. During the late summer, high temperatures sometimes exceed 100 degrees. The yearly average humidity is 50% (measured at Long Beach Airport).

In general, Maywood's climate is quite desirable and an attractive asset of the City.

Conclusions:

Analysis of the City of Maywood's natural environment leads to these conclusions:

- o The native natural environment of the City has been virtually replaced by urban uses.
- o The City is located on an alluvial flood plain which was once prairie land.
- o Soils under the City are gravel, sand, silt and clay.
- o Water bearing sediments underlie the City and are its principal source of water.
- o The City's air quality is generally low as in the quality of the rest of the Los Angeles airshed.
- o Native vegetation and wildlife have been supplanted by other species of plants and animals introduced and maintained by man's presence.
- o The City shares in the region's Mediterranean climate characterized by mild winters and hot summers.

PLANNING CONSIDERATIONS

Summary of the Maywood Environment:

The growth of the City of Maywood has completely changed the natural environment of the City. What was once grassland is now a city within an enormous metropolitan area referred to by some urban geographers as a "megalopolis". While legally a municipal corporation is an entity of itself, environmentally Maywood can best be understood as part of an urban region.

Maywood is primarily a residential community with most of its land zoned for multiple family detached residences. The City is virtually all built, except for a number of vacant lots, and is surrounded by other incorporated cities. Most growth within the City will, of necessity then, be redevelopment.

As a built City within a large urban region, the City's physical and ecological systems are essentially dominated by man. The vegetation and wildlife species which exist there are species supported in some way by man. The ground water is tapped by man for urban uses. The air is contaminated by man's transportation and industrial emission, both within and outside the City limits.

This is not to say that the overall environmental quality of Maywood is negative. The point is that the natural environment in Maywood is one created by, and dependent upon man - not one which would exist independently of him. Aesthetic judgments cannot be made by one person for another. This element is not intended to make aesthetic judgments, but is intended to evaluate the impact of urbanization on natural systems. In Maywood, that impact has been to alter or replace the original natural systems with systems centered on man and his activities.

Nature in the City:

City planning historically has emphasized methods of bringing or retaining nature in urban areas. The "Garden City" and "City Beautiful" movements of the early twentieth century mark some of the early beginnings of this concept. Part of the attraction of the suburbs is the greater proximity to country style living.

The reasons for desiring more "country in the City" are many. Whatever else he is, man is a biological organism, a species, dependent upon the provision of physical support for his existence. He needs air to breathe, water to drink, food to eat, and a host of other factors to keep him healthy and alive. In cities, the natural processes which provide these supports are severely impacted. Agricultural lands are built on, and wastes are pumped into the air and water ways. Humans can threaten their own health, then, by urbanizing the land.

Beyond threatening health, urbanization impacts human well-being as well. Human needs for person space, for territory or "elbow room", and for safe travel ways are often diminished in cities. For many people, urban landscapes provide little beauty.

The benefits of clean air and water are obvious. The benefits of vegetation include cleaning the air of various pollutants, ameliorating the heat generated by re-radiation of the sun's energy from urban surfaces provision of shade, and aesthetic values. Vegetation also provides habitat for various species of animals. The costs of retaining or providing such natural amenities in the city can be measured in dollard or in foregone economic and social opportunities. Striking a balance between these benefits and costs will lead to an integration of natural and urban values in Maywood.

CONSERVATION GOALS, POLICIES, AND PROGRAMS

Goals:

- o To provide a sensitive integration of natural and urban environments.
- o To promote high quality future development and redevelopment which provides a high quality of life for the residents of Maywood.
- o To provide for the proper management of Maywood's natural resources so that they may be protected and enhanced for the present and future well-being of the City's residents.

Policies:

To move toward achieving the above goals, the following policies are set forth:

- o Maintain a current detailed inventory of the City's natural resources to include water, air, land, soils, minerals, vegetation, and wildlife.
- o Encourage cooperation and coordination between jurisdictions pertaining to regional environmental quality.
- o Require local conformance to regional air and water quality standards.
- o Develop and enforce local criteria of air and water quality so that the City may reduce its share of these regional problems.
- o Encourage the planting of negetative cover for its own value and for its value as wildlife habitat.
- o Support all actions which will result in a comprehensive regional mass transit system.
- o Require the lowest pollutant emissions from the City's own vehicle pool and equipment used for government purposes.
- o Conduct public education programs to inform residents of the natural resources of the City.

Programs:

To carry out the above policies, the City should initiate the following programs:

- o Resource Inventory Program: This is a program to annually inventory and evaluate the City's natural resources in detail, and to recommend to the City further actions needed to achieve the City's conservation goals.
- o Street Tree Program: This is a program to augment existing street tree maintenance to actively promote and support the planting of trees and other vegetative cover in the City, both on public and private property.

Open Space & Recreation

OPEN SPACE AND RECREATION ELEMENT

As a developed urban city, open space in Maywood is limited. There is no land which can be classified as natural resource land, scenic land, watershed and ground water recharge land, wildlife habitat or agricultural land. These are five of the open space components the State of California is interested in protecting in undeveloped areas, as defined in the Planning and Zoning Law. The remaining component, recreational land, becomes the primary focus of the Open Space and Recreation Element of the General Plan for the City of Maywood.

INVENTORY OF OPEN SPACE AND RECREATIONAL LAND AND FACILITIES

There are two parks in Maywood totaling 5.5 acres of land. Maywood City Park and the Community Building, which is situated on a separate parcel of land, are both located on the easterly boundary of the city and serve as the community-wide recreation center. The 5.2 acre park is developed with a stadium and baseball diamond, softball fields, picnic facilities, tot lot, and recreational building and equipment. The park and community building facilities are available for a variety of community activities and park-sponsored programs, from scout meetings and craft classes to tumbling lessons, wedding receptions, and senior citizen gatherings. Athletic activities conducted at the park include both total and limited participation sports. Staff includes one full-time park superintendent with several part-time supervisors, leaders, and aides. Plans are currently being developed to acquire an additional two parcels of land adjacent to the park totaling close to half an acre. Additional facilities, such as tennis courts, restrooms, and drinking fountains are planned for this land.

Pixley Park, located in the western portion of the City, was built in 1968. Its size is three-tenths of an acre, and it is geared mainly toward children with swings, slides, a merry-go-round, climbers, and a summer park activities program. A picnic arbor and barbeque are also available. A pre-school program holds several classes a week; and the park is officially supervised a few hours each day.

The three public elementary schools in Maywood are operated by the Los Angeles Unified School District. Playgrounds are open after school until dark in the winter and to about 6:00 p.m. during the lighter season if enough children consistently gather to warrant the expense of supervision. The school district also sponsors a number of public recreation activities on weekdays during the summer and Saturdays during the school year. Programs include events such as traveling theater groups, arts and crafts, dramatics, story telling, team competition, and excursions. Playground recreation area at the three schools totals one and three-fourths acres.

The remaining open land in Maywood is privately owned and vacant. A few small lots and parcels of land are scattered through residential neighborhoods and approximately one-half acre of commercial-manufacturing oriented land remains undeveloped. Total vacant land is less than 5 acres.

SUMMARY CHART: OPEN RECREATIONAL LAND

FIGURE F

PARKS

Maywood City Park & Community Center	5.2 Acres
Pixley Park	<u>.3</u>
	5.5 Acres

SCHOOL PLAYGROUNDS

Loma Vista Elementary	.75
Fishburn Elementary	.5
Heliotrope Elementary	<u>.5</u>
	1.75

TOTAL USUABLE OPEN RECREATIONAL LAND	<u><u>7.25 Acres</u></u>
---	--------------------------

RECREATIONAL OPEN SPACE STANDARDS AND PRINCIPLES

Standards:

Recommended standards from the National Recreation and Parks Association for estimating total space needs for recreational facilities is 10 acres of parks and recreation area per 1,000 persons. As generally applied in the Los Angeles Metropolitan Area, this comprises six acres of regional recreation areas and four acres of local recreation facilities.

Regional recreation areas serve the entire metropolitan area, and are designated on the Regional Recreation Areas Plan of Los Angeles County. The purpose of such areas includes preserving significant portions of the natural landscape, supplementing local recreation facilities available in urban areas, and acting as green-belts separating highly built-up areas.

Regional facilities readily accessible to Maywood residents include John Anson Ford Park in Bell Gardens and South Gate Municipal Park. Together these two parks total 149 acres. The Regional Planning Commission of Los Angeles County, in its East Central Area report, recommends two new regional parks to better serve the residents of the east central metropolitan area which includes Maywood.

In addition Bell and Huntington Park High Schools, both of which are located approximately one mile from Maywood, have summer programs for community use of their swimming pools. The pools are not available for general community use during the school terms, however.

Local recreation areas are oriented to the regular day to day or spare hour recreational demands of a neighborhood or community. Of the four acres of local recreation space needed per 1,000 persons, it is recommended that one and one-half acres be provided in neighborhood and community parks and that the remaining two and one-half acres be furnished on school playgrounds.

Community parks should contain 20-40 acres of land and serve a population of about 20,000 to 60,000 persons within a radius of one to one-and-a-half miles.

Neighborhood parks should ideally contain four to six acres if developed adjacent to a school playground, or seven to ten acres if standing alone. They serve a neighborhood of 3,000 to 5,000 persons, living in an area typically within the attendance boundaries of an elementary school and have a service radius of one-fourth to one-half mile.

Principles:

- o Whenever possible neighborhood parks should be developed adjacent to elementary schools, to take advantage of the economy of joint use of park and playground facilities.
- o Sites should be acquired as early as possible in order to avoid future increases in acquisition costs as new construction and rising densities boost property values.

Need Priorities:

With a 1970 census population of 17,000 people, the ideal goal for Maywood should be 25.5 acres of neighborhood and community parks and 42.5 acres furnished by school playgrounds. The inventory of open recreational land indicates that the city is far below this amount with only 5.5 acres of parks and 1.75 acres of school playgrounds.

From the inventory it is evident that there are very few potential recreational areas throughout the City. In order to determine a program of future development, priorities must be established which measure need as compared to existing facilities. The characteristics of relative need for recreational services in various neighborhoods described here are based upon the assumption that all citizens have important needs for recreation services. In fact, the awareness of the need and the need itself is growing constantly.

Priorities for public recreation services necessarily consider areas with minimal existing services and maximum need. Criteria used in establishing the recreational service needs of different neighborhoods in Maywood should include the following characteristics.

Youth population: Youth has traditionally received heavy emphasis from recreational agencies. It is a time of growth and development, of increasing independence (approximately ages 5-19 or the school years including elementary and high school). As the number of youth in a population increases, so does the need for recreational services.

Juvenile delinquency rate: One index of social disorganization is the juvenile delinquency rate. Community and recreational facilities do not presume to be a cure for the multi-faceted causes of social disorganization, but such facilities and services can help in a reduction of tensions by providing the opportunity to participate in activities.

Existing need per neighborhood by age groups. Pre-school and adult residents, from the young adult to the elderly, also have a need for recreational and open space facilities.

Population density, per acre. More services are generally needed in an area where population densities increase. High density also increases the visibility and closeness of a facility to surrounding residents, and thus perhaps promotes greater use. In addition, higher density concentrations are often associated with larger families, lower incomes, and inadequate recreation spaces.

Inverse income demand. Persons from low-income families are less likely to be able to provide for their own recreational services than higher income families. They have less mobility, thus requiring facilities close to home; fewer personal amenities; and a diminishing ability to afford leisure-time activities such as vacations to resort areas, spectator sports, or equipment for hobbies.

Analysis of City by Study Areas:

The following tables present a comparative priority determination for recreation needs, based on the need priority categories listed above and existing recreation resources. Priority rankings are then established. However, it is not necessarily practical or equitable to mathematically add or subtract separate categories of social data. The cold rational statistical method of determining social goals or implications can be very misleading, although insightful information and comparisons can and do appear with data. The following information is specific to Maywood only: study areas correspond to the City's three census tracts.

MAYWOOD SELECTED STATISTICS FIGURE G

Census Tracts	Population*	Dwelling Units*	Area in Acres**	Recreation Space in Acres***
5333	2,632	970	82	0
5334	8,178	3,315	349	1.55
5337	6,186	2,588	293	5.7
TOTAL	16,996	6,873	724	7.25

*U.S. Bureau of the Census, Census of Population and Housing: 1970
Final Report PHC(1)-117 Los Angeles-Long Beach, California, SMSA Part 1.

**County of Los Angeles, Regional Planning Commission, Population Research Studies.

***City of Maywood, California; Los Angeles Unified School District.

RECREATION NEEDS BY STUDY AREA FIGURE H

Census Tracts	Youth Population 5-19	Elderly Population 60+	Delinquency Petitions/1000 Youth	Population Density Per Acre	Medium Family Income
5333	677	227	29.5	32.1	\$ 6,952
5334	1771	1322	15.8	23.5	8,613
5337	1338	892	13.5	21.1	8,831

RANK OF RECREATION NEEDS* FIGURE I

Census Tracts	Youth Population 5-19 Individual Rank	Elderly Population 60+ Individual Rank	Delinquency Petitions/1000 Youth Individual Rank	Population Density Per Acre Individual Rank	Medium Family Income Individual Rank	Combined Rank	Rank by Priority of Need
5333	3	3	1	1	1	9	2
5334	1	1	2	2	2	8	1
5337	2	2	3	3	3	13	3

*Rank 1 indicates a high need comparatively; rank 3 a low need comparatively.

RECREATION RESOURCES BY STUDY AREA

FIGURE J

Census Tracts	Acreage of Recreation and Park Area/1000 Population	Total Recreation Staff Hours/1000 Population/Year	School Playground Area/1000 Population
5333	0	0	0
5334	.04	179.6	.15
5337	.84	1201.4	.08

RANK OF RECREATION RESOURCES*

FIGURE K

Census Tracts	Acreage of Recreation and Park Area/1000 Population Individual Rank	Total Recreation Staff Hours/1000 Population/Year Individual Rank	School Playground Area/1000 Population Individual Rank	Combined Rank	Rank by Priority of Need
5333	1	1	1	3	1
5334	2	2	3	7	2
5337	3	3	2	8	3

*Rank 1 indicates a high need comparatively; rank 3 a low need comparatively.

The final step analyzes comparative priority of need for recreational services by comparing the ranking of needs and the ranking of recreation resources. The raw scores for each component are put in rank order for each of the study areas, or census tracts. Needs and resources are compared and the comparative priority of need for each study area is determined. It must be remembered that this method is only one input into a complex determination of needs and priorities.

COMPARATIVE PRIORITY OF NEED
FOR EACH STUDY AREA
FIGURE L

Census Tracts	Need Rank	Resources Rank
5333	2	1
5334	1	2
5337	3	3

Census tract 5334 ranks first in need and second in resources; while census tract 5333 ranked second in need and first in resources (that is, lacking in resources). Census tract 5337 ranked third (lowest comparative priority) for both need and resources.

Summary review of the data indicates that the neighborhoods centering around census tracts 5334 and 5333 are about equal in a comparative priority of need. Census tract 5337 would be lowest in the priority order. These comparisons thus suggest that the two census tracts composing the western portion of the city should receive first priority consideration, and why. However, this analysis is not to negate the continuing need for increased recreation facilities throughout the entire City.

RECOMMENDATIONS

Realistic Considerations: Goals and Policies:

Comprehensive planning is supported in the Open Space - Recreation Element by integration of its goals and policies with the City's General Plan and its various elements. In addition, this element recognizes the basic policy of previously adopted plans relating to open

space and recreation subjects, such as the Interim Open Space Plan, and Supplementary Reports in the Planning Program; The Recreation and Parks Plan (1965).

The relationship between open space and land use is paramount in a city which is as fully developed as Maywood. Population and density, accessibility, public facilities and safety, and definition and identity of neighborhoods are integral to the concepts of open space planning. Yet the special problems and qualities of the individual city must be recognized, including the following for the City of Maywood as indicated in the Interim Open Space Plan:

- o The City of Maywood is a city of high density population, situated in and a part of the heavily developed area of southeastern Los Angeles County.
- o The City of Maywood is surrounded on three sides by heavy industry, and serves largely as a residential community providing homes for industrial workers and their families.
- o There is little, if any, possibility of enlarging the area of the city through annexation.
- o Less than one percent of the City's land is vacant. Therefore acquisition of land for open space and recreation purposes could be accomplished only by the purchase of individual lots.
- o The acquisition of land through purchase will be extremely difficult due to budget limitations.

The goals and policies adopted in the Interim Open Space Plan are reaffirmed here in the Open Space and Recreation Element of the General Plan.

- o The existence of open space in the City of Maywood is a matter of public interest and is beneficial to all citizens in the City of Maywood, and will improve the quality of the environment and promote the general welfare of the citizens.
- o Open space land is a limited and valuable resource which must be conserved whenever possible.

- o To the extent possible within the budgetary limitations of the City of Maywood, open space must be planned to meet the specific needs of the citizens of the City of Maywood, which may be quite different from the needs of other communities which are not so fully developed.
- o Open space should be considered not only for recreation purposes, but also for its ecological value, and as a means of defining and giving identity to neighborhoods within the city.
- o Open space must be considered in relation to planning which extends beyond the boundaries of this city.

Recommendations:

The following recommendations attempt to be realistic in scope given the severe restraint of resources in the present and foreseeable future for Maywood.

Analysis of the comparative priority of needs indicates that the two census tracts covering the western portion of the city should receive first priority consideration for the allocation of future resources. From Atlantic Boulevard westward is more than half of the City's land area and about two-thirds of the population, yet only one-fifth of the recreational space.

The most immediate recommendation would concern providing additional park and recreation facilities in the area west of Atlantic Boulevard. This could be accomplished either by expanding existing facilities or by the purchase of land for new facilities.

A long range planning recommendation is that the city negotiate with property owners for right of first refusal which would enable the city to acquire property when the present owners desire to sell it. In this way there would be no displacement of residences, and expansion would occur over a phased period of time. A small budgetary allotment could be set aside and invested each year as a growing fund earmarked for park expansion. Further funding considerations will be discussed later.

Census tract 5333, the western-most tract, can effectively be included in the Pixley Park sphere if the park is sufficiently expanded to include more than its limited facilities.

A second priority in view of the city's present recreation needs and resources, although no less important given its role as the only community-wide recreation center, is the expansion of Maywood City Park.

As an alternative the city should consider the development of an additional park in a location which would be more readily accessible to the residents in other areas of the city.

IMPLEMENTATION

Resources available to a city of Maywood's size and stage of development are limited. Potential state and federal funding sources for local recreation and open space conservation are highly specialized or require minimum land areas much larger than Maywood could possibly consider.

General Revenue Sharing funds appear to be the only immediate readily available source. Each city may use the funds for whatever purpose it chooses, but they cannot be coupled with other federal programs.

Categorical Revenue Sharing monies have been available since July 1, 1974. It is replacing some of the Department of Housing and Urban Development open space and neighborhood facilities programs and is under the Community Development Program. Criteria for use have not been distributed.

The California State Beach, Park, Recreation and Historical Facilities Bond Act was voted on in 1974, and passed. Los Angeles County is receiving approximately 27 million dollars for reallocation among County entities. Criteria are set forth in AB 392 (1972) Chapter 912.

Responsibility:

Responsibility for local open space planning is appropriately placed, under California State Law, with the agency best able to assess its own resources and facilities and to establish realistic policies and goals: the City of Maywood. In accomplishing this obligation the following areas of implementation should be considered.

Local funds allocation. The city's capital budget should provide realistic funding commitments on a continuing basis for acquisition and use of open space and recreational areas based on its established priorities.

Application for state and federal assistance. The city should periodically review available state and federal assistance programs for recreation and open space use, applying at every opportunity for funds to assist in fulfilling its objectives.

Other sources. While no program may be established in relation to possible other sources such as bequests from private citizens or other unforeseen funds, any opportunity in this regard should be aggressively pursued.

**Community Design
&
Scenic Highways**

COMMUNITY DESIGN ELEMENT

The purpose of the Community Design Element is to examine ways of improving the physical appearance of the City of Maywood. This element deals with the City's visual liabilities and resources and determines general opportunities and recommendations which can lead to a greater awareness of the potential for beauty, amenity and visual identity within Maywood's urban environment.

OBJECTIVE

The basic objective is to examine the potential to coordinate the physical appearance of Maywood into an attractive and cohesive relationship in order to establish and enhance the City's urban identity and atmosphere.

EXISTING COMMUNITY APPEARANCE

Maywood is a mature community formally incorporated in 1924. The topography is flat with less than one percent slope and there are no significant geologic features. Maywood has very little vacant land and the City is surrounded by intense urban development in all directions. As early as 1928, Maywood was described as an "island of homes in a sea of industry", so it is easy to imagine how intense this industrial development is almost 50 years later. Maywood's flat terrain makes the many tall vertical towers of this surrounding heavy industry highly noticeable from many parts of the City.

The City's predominate land use is residential and although most of the housing stock is of sound quality, neighborhood appearance could be improved. Adhering to common standards for lot sizes and setbacks, most of the neighborhoods appear as a continuous line of facades with little contrasting elements of design or scale. The absence of open space or common green areas throughout the City also limits the potential for a sense of contrast and neighborhood identity.

Maywood has two intersecting strips of commercial development running the length of Slauson Avenue and Atlantic Boulevard through the City. The visual problems arising from these two major arterial streets is very apparent. These commercial establishments are conceived and designed as though they exist in a vacuum; designed only for its own physical and economic requirements. Many Maywood storefronts are cluttered with signs that hide, or fail to reflect the architectural character of many fine, older buildings. No coordinated schemes are apparent

which would integrate design plans, color schemes and advertising among adjoining property owners. The overall effect of these conditions is one of visual clutter and confusion.

As a result of these conditions, Maywood has very little visual identity or image as a separate municipality at this time. Even entering the City, the only way you can tell you are in Maywood is by the large ordinance signs posting restricted overnight parking.

SCENIC HIGHWAYS

State law requires every General Plan to have a scenic highways element which identifies scenic resources and scenic corridors. Maywood has no land which can honestly be considered as scenic. Atlantic Boulevard, Slauson Avenue, and the many residential streets that criss-cross Maywood do not have the potential to become scenic corridors, but they do have the potential to contribute to the beauty of the community rather than to the visual confusion and unattractive appearance that exists today. For this reason the scenic highways element plays a very minimal role in the Maywood General Plan and is incorporated as part of the Community Design Element.

OPPORTUNITIES

Over a period of many years, much can be done in Maywood to improve the City's visual appearance and provide its residents and businesses with a unique identity and atmosphere. This section deals with ongoing programs which can ultimately result in a sense of community pride and identity through an improved visual environment.

- o Street Trees - An ongoing program of street tree planting and landscaping throughout Maywood can greatly enhance the City's overall visual appearance. Trees provide shade, texture, color, form and visual continuity which are the basic ingredients for lessening the harsh visual impacts of a highly urbanized community, making it softer and more attractive.

Because of the lack of significantly sized trees along Slauson Avenue and Atlantic Boulevard, these strip commercial areas are excessively bright, hot and unshaded. It is an environment that encourages the shopper to hurry along rather than to linger, window shop and spend money. Along these two streets, trees can provide essential shade and cover to make shopping a more pleasant experience. Trees also attenuate noise, absorb dirt

and fumes and provide visual relief for motorists and pedestrians.

In residential areas, trees can create arbors along streets, adding as much character and identity to a neighborhood as the houses themselves. A tree planting program on public and private property can provide a contrasting element to the long, straight facades caused by setback requirements for houses creating a more pleasing and intimate residential environment.

- o Sidewalk, Street and Median Improvements - The use of unique sidewalk, street and median treatments, textures and colors in Maywood, when combined with the City's ongoing repair and maintenance of these facilities, can gradually create an aesthetic identifying theme throughout the community. Combined with the tree planting program, minor street and sidewalk modifications, and median improvements can do much to add to the individual identity of Maywood and add to motorist and pedestrian safety.
- o Focal Points - Nodes of activity that reflect an interesting concentration of use or purpose are considered community focal points. It could be a major intersection, a shopping center or park. Focal points also denote any type of attractive or interesting community image to those who live, work and pass through Maywood.

The intersection of Atlantic Boulevard and Slauson Avenue could become a major focal point in the community through the use of street and sidewalk treatments incorporating trees and other landscaping. Local business firms and property owners should be encouraged to participate in such a program.

The possibility of creating cul-de-sacs on some residential streets could also be explored. These street modifications can be designed to yield small amounts of open space which provides a focal point for a residential neighborhood, as well as a place to meet, sit or play.

- o Entryways - Two major streets carry the majority of people into and out of the City. The only recognizable transitions on Atlantic Boulevard

and Slauson Avenue indicating that you are entering Maywood are the large signs restricting overnight parking on City streets. Much can be done to improve the visual quality of these existing entryways.

An entryway should show the resident, worker and visitor that he is entering an urban city with a sense of community identity and character. This can be done in a number of ways. Roadway planting along sidewalks and medians has the strongest visual impact on vehicle traffic. Trees and landscaped areas provide contrasting colors and textures that are aesthetically pleasing in highly urbanized environments. Street, sidewalk and median improvements using unique textures and colors at major city entrances can also add a great deal to establishing a theme and an aesthetic community identity.

- o Maintenance - Community appearance programs must include provisions for maintenance responsibilities. The City should set the example for an aesthetic community through weed abatement, street cleaning and policing litter and dumping violations.
- o Voluntary Programs - One of the most important devices in maintaining and improving the quality of existing Maywood neighborhoods is the Homeowners Association. These organizations can be the basis for improvements such as street trees, street lighting, sewers and sidewalks. The formulation of volunteer neighborhood action groups should be encouraged. School children should also be involved in programs such as Arbor Day, to help them identify with their City as soon as possible and foster a sense of pride and responsibility in the community.

Safety & Seismic Safety

SAFETY ELEMENT

The requirement of a Safety Element is to introduce safety considerations in the community's planning process to reduce the loss of life, injuries, property damage, and economic and social dislocation caused by fires and geologic hazards. The risk from fire and geologic hazards increases as an area progressively urbanizes, but by understanding and planning for these risks, they can be diminished. The purpose of the Safety Element is to facilitate minimizing such risks.

This element discusses the nature and extent of fire hazards, geologic hazards, and flooding in Maywood. It also discusses some fundamental concerns of emergency preparedness such as vital facilities and evacuation routes. It summarizes the general degree to which Maywood may be considered safe from fire and other hazards. It discusses the effects of natural hazards in urban areas, points out problem areas, and discusses ways to mitigate the threat from fire and geologic hazards. It recommends community goals and policies to enhance public safety.

If the safety and welfare of the public are to be preserved and enhanced, it is necessary to recognize and understand the dangers posed by fires, flooding, and other hazards. The philosophy under which this section was prepared is that the availability of this kind of information will facilitate public action aimed at making Maywood a safer environment in which to live.

SAFETY CONSIDERATIONS

Fire Hazards:

Fire long has been recognized as an especially dangerous threat in urban areas. As the population concentrates in increasingly built-up areas, the factors necessary for fire ignition increase as do the chances of a fire spreading rapidly once it starts. These same factors of population, material, and energy concentrations in cities mean that loss of life, injury and property damage from fire are greater in urban areas as well.

The City of Maywood is located near the center of the largest urban complex on the west coast. While the hazards here are not as great as those in nineteenth century cities, the area does have a propensity for major fires, especially during its long, hot summers. On the other hand, several assets tend to minimize the potential number and degree of damage of these fires. The low density of the built-up areas, the quality of fire control agencies, and high standards of fire prevention all contribute to making the area safer.

The specific hazards in Maywood arise from the urban-residential character of the city. With the exception of a number of vacant lots, the City of Maywood has only built-up areas, so the fire hazards are urban rather than those associated with brushlands. Urban fire hazards may be considered in six general categories (L.A. County Planning Department, 1974).

Fire Hazardous Buildings:

These buildings are one having open stairwells, sub-standard electrical wiring, or faulty heating systems. Upon ignition, the fire spreads rapidly through the building. A common example of a fire hazardous building is the older, multi-storied hotel converted to permanent residential use, usually for the poor or elderly. These older buildings are also used by some commercial or industrial enterprises. There are no major clusters of this kind of building in Maywood, but several individual buildings on Slauson Avenue and Atlantic Boulevard fit this description.

Residential Buildings:

Single-family detached houses form the major portion of the housing stock in Maywood. Fires occur more frequently in private homes from a variety of causes, human carelessness chief among them. More lives are lost in residential fires than in any other type of fire. One particularly dangerous hazard in residential fires is the use of untreated wood shingles in roof construction. Windy conditions could spread the fire to a large number of other houses where this type of roof is common.

Multi-Story Buildings:

While there are no buildings in Maywood over eight stories, future construction may contemplate them. They pose difficult fire control problems. The large number of occupants and their dependence on internal support systems such as water pressure systems, ventilation systems, and elevator systems increase the potential for disaster. Adequate response to high-rise fires requires special equipment such as helicopters and aerial ladders.

Hospitals and Medical Facilities:

There are two major medical facilities in Maywood, the Maywood Medical Center and the Maywood Community Convalescent Hospital. These facilities present critical fire control problems. Damage to sophisticated medical equipment by fire threatens the lives of present and future patients. Those mentally or physically debilitated cannot react during crisis in a way that would ensure minimum safety hazards. In times of emergency, ailments are aggravated by stress, and the medical staff is usually inadequate to provide enough aid and guidance.

Indoor Public Assembly Facilities:

Public assembly facilities are defined as those in which large numbers of people congregate in generally unfamiliar surroundings. They include schools, theaters, churches, temples, and a variety of recreational facilities. There are a number of these buildings in Maywood, including four elementary schools. Gatherings of large numbers of people in these buildings create conditions conducive to mass panic in a crisis, which only worsens and increases the casualties. Administering medical aid is made more difficult in these situations as well.

Industrial and Commercial Fire Hazards:

The only industrial areas within Maywood are at the eastern and western ends of Slauson Avenue and along Fruitland Avenue and 52nd Street on the City's northern boundary. These areas are zoned for light industry. Along the length of Slauson Avenue and Atlantic Boulevard are light and medium commercial establishments and some commercial manufacturing uses. These commercial uses pose fire hazards similar to industrial uses. The most serious hazards are those associated with the production, transportation, and storage of petroleum, chemical, and explosive products. Several recent industrial fires in the cities of Vernon and Commerce immediately to the north illustrate the dangers of volatile products. Technological developments continue to upgrade the level of safety associated with these products, but they remain a serious peril in any urban area. Another potential hazard related to industrial fire hazards are those created by utility lines, primarily gas lines and overhead electrical power lines. While the normal construction of utility lines provides a good degree of safety, gas lines do break and power lines do come down causing fires. They cannot be over-looked as a fire hazard.

Geologic Hazards:

Maywood is located near the confluence of the Los Angeles and Rio Hondo Rivers. Since the City is on a flat alluvial plain, and has no slopes, it does not have the hazard of slope instability. Slope instability is created by water moving over or under the land eroding, steepening, or undercutting slopes, and removing support. Moderate to steep slopes are usually those most prone to instability. Common slope failures are landslides, rockslides, and mudflows.

Erosion is the process by which wind and flowing water remove soil and transport it to other areas. In level areas, moving water rarely causes damage to structures. It is only when the velocity of the flow increases that the amount of soil carried away increases to a harmful level. When this occurs, structures can be undermined, storm sewers blocked, and roads, basements, and tunnels silted. Since the slope angles in Maywood are not sufficient to cause high velocity flows, erosion is not a significant problem.

The gradual sinking of land in an area in response to heavy structural loads, withdrawals of groundwater and other underground fluids, subsurface construction, or hydrocompaction is called subsidence. The best known example of subsidence has occurred at the Wilmington Oil and gas field in Long Beach. Withdrawal of oil has caused the land to sink as much as twenty-nine feet and to move horizontally as much as ten feet. These movements have caused severe damage to buildings, streets, sewers, water lines, gas lines, and bridges. The Los Angeles County Engineer has monitored ground levels in the county since the mid-1930's. Telephone conversations with their Precise Level Analysts, and the location of areas of subsidence as indicated by oil field maps show no significant subsidence in Maywood.

Flooding:

Both the Los Angeles and Rio Hondo Rivers were channelized in the late 1950's as part of the overall flood control program on the Los Angeles River and its tributaries. This system was designed to accommodate the Standard Project Flood. Urbanization of the watershed upstream from Maywood was taken into account in the project design, so these two major channels are still considered adequate to contain the largest expected flood flows. Should the extreme case occur, and the rivers flood, the channelization would allow enough time to warn and evacuate persons in the threatened area.

Local flooding occurs in Maywood during heavy or prolonged rains because of the flat topography of the City and inadequate storm drains. The only area of the City in which local flooding is a problem is in the northwestern section bounded by Downey Road, Fruitland Avenue, Everett Avenue and Loma Vista Avenue. Storm sewers are planned for construction in the area this year which will alleviate the local flooding there.

Emergency Preparedness:

With the exception of fire, the City of Maywood faces generally low risks from natural hazards. The dangers posed by earthquakes are evaluated in the Seismic Safety Element wherein an Emergency Disaster Program is recommended to minimize the hazards created should a major earthquake occur.

Pre-earthquake preparation requires an inventory of the most vulnerable structures with respect to their on emergency operations and an inventory of evacuation routes. Such inventories are advised in preparation for a major fire or flood as well. Buildings and structures critical for disaster recovery include the nearest fire stations, the police station, utility complexes, and the nearest airports. Buildings with high occupancies are critical hazards. These include schools, hospitals, and apartment buildings.

The major evacuation routes in Maywood are the major arterials, Slauson Avenue and Atlantic Boulevard. The most important of these two arterials is Atlantic Boulevard, since it leads to the nearest freeways. Driving north on Atlantic Boulevard will lead to the Long Beach Freeway, which connects to the Santa Ana and Pomona Freeways. In the event of a major earthquake, the freeways may be damaged beyond usability, and other means of evacuation must be considered.

Conclusions:

The major conclusions of this section of the element are:

- o The most significant natural hazard confronting Maywood is urban fire.
- o Of the kinds of urban fire, the most frequent is fire in residential buildings.
- o Slope instability is not a problem within the City.
- o Erosion is not a problem within the City.
- o Subsidence is not a problem within the City.

- o Flooding of the Los Angeles or Rio Hondo Rivers is not considered a problem within the City.
- o Local flooding is a problem in the northwestern area of the City, but is being solved by the construction of adequate storm sewers.
- o An inventory of critical and high occupancy facilities is necessary for emergency preparedness for geologic, flooding, and fire hazards as well as for seismic hazards.
- o The major evacuation routes out of the City are Slauson Avenue and Atlantic Boulevard.

GOALS, POLICIES AND PROGRAMS

Goals:

The following goals should be adopted by the City to give tone and emphasis to its public safety policies and programs. These goals are meant to guide decisions and actions by the City pertaining to public safety.

- o To protect the lives, health and property of the residents of the City of Maywood from flooding, fire and geologic hazards.
- o To reduce adverse environmental, economic, and social conditions caused by flooding, fires, and geologic hazards.

Policies:

The following policies should be adopted by the City to provide direction for the achievement of the above goals.

- o Establish and enforce standards and criteria to reduce unacceptable levels of risk from flooding, fire, and geologic hazards.
- o Encourage continued research in the fields of flooding, fire and geologic safety.
- o Intensify public awareness programs pertaining to flooding, geologic, and especially for fire hazards.
- o Encourage improved natural hazard insurance programs.
- o Increase coordination between agencies and jurisdictions responsible for hazard control and prevention.
- o Review and improve emergency preparedness and response capabilities.
- o Maintain an on-going fire inspection program to reduce the fire hazards associated with older buildings, residences, critical facilities, public assembly

facilities, and industry.

- o Develop and support new technology for the reduction and suppression of fire.
- o Develop stringent site and safety criteria for new construction in the City, and require existing structures be brought up to standards.
- o Strengthen existing policies, codes, and ordinances pertaining to natural hazards.
- o Establish new policies, codes, and ordinances pertaining to natural hazards as new information becomes available.

Programs:

To carry out the policies recommended above the City of Maywood should adopt the Earthquake Disaster Plan suggested in the Seismic Safety Element. If the City is prepared for a major earthquake and the attendant possibilities of fire, reduction of transportation and public utilities, and reduced water supplies, it may be considered prepared for the hazards evaluated in this report. The public awareness program recommended in the Seismic Safety Element should be expanded to augment existing fire prevention programs.

SEISMIC SAFETY ELEMENT

The California State Legislature through requirement of the Seismic Safety Element has placed specific responsibilities on local government for identification and evaluation of seismic hazards and the formation of programs and regulations to reduce risk. The reason for requiring this element is to insure that local government takes seismic hazards into account in its planning processes. This extends also to include the processes related to building, safety and public service activities to local government. The objective then of this element, is to establish a framework for the reduction of loss of life, injuries, property damage, and the socio-economic disorder which will follow the occurrence of a major earthquake.

Preparation of this General Plan Element for the City of Maywood has been undertaken utilizing guidelines set forth by the Council on Intergovernmental Relations in their final September 20, 1973 Draft. Preparation of study findings, conclusions and recommendations have been divided into two basic sections within this report. The first concerns present and future implications to City

policy while the second section, the backbone of this General Plan Element, addresses the technical research, analysis and findings.

TECHNICAL CONCLUSIONS

The policy section of the Seismic Safety Element is intended to reflect those important conclusions or findings from the technical analysis that may require direct response by City government. The range of responses may vary from simple acknowledgement to a complete change in a city code or ordinance.

Major conclusions from the technical analysis are as follows:

- o The City of Maywood is located in a seismically active area.
- o Potential seismic hazards in the City of Maywood constitute an unacceptable risk.
- o No active or potentially active faults are known to traverse the city.
- o Surface rupture resulting from fault movement is not considered a problem within the city.
- o Groundshaking will be significant in the City of Maywood.
- o The potential for liquefaction exists in a portion of the city.
- o Significant settlement within the City of Maywood is not considered a problem.
- o Landslides and mudflows are not a problem within the city.
- o Tsunamis and seiches will have no effect on the City of Maywood.
- o The City of Maywood is not located in the floodplain of any significant dam that might be damaged in the event of a major earthquake.

RISK

The CIR guidelines define "acceptable risk" as that level of risk below which no specific action by local government is deemed necessary, other than making the risk known. "Unacceptable risk" on the other hand requires some specific action by local government. Quantification of these definitions can be expressed in terms of a magnitude and a recurrence interval for a specific fault system.

In the case for the City of Maywood, we are primarily concerned with the Newport-Inglewood and San Andreas fault systems. The level of risk associated with events on these faults is indicated by a recurrence interval in much the same manner as the risk from other natural hazards, such as flooding, are defined by a recurrence interval. The following levels are recommended in the City of Maywood for earthquakes expected from the Newport-Inglewood and San Andreas fault zones.

<u>Use</u>	<u>Recurrence (years)</u>	<u>Expected Magnitude</u> Newport/ Inglewood San Andreas	
Critical Facilities (fire stations, hospitals, etc.)	300	6.5	8.5
Normal Occupancy (single family, office buildings)	150	5.6	8.5
Limited Occupancy (warehouses)	100	5.2	8.5

The results point out an unacceptable risk and demonstrate the need for modification to the Uniform Building Code as it now exists for critical facilities and certain normal occupancy facilities.

GENERAL GOALS FOR IMPROVING SEISMIC SAFETY

Two major community goals should be attained along with implementation of the Seismic Safety Element; a community Earthquake Disaster Plan should be formulated and a public awareness program initiated.

Earthquake Disaster Plan:

An Earthquake Disaster Plan should be formulated which would enable the City of Maywood to be self-sufficient in the weeks following a severe earthquake, such as a magnitude 6.5 event on the Newport-Inglewood fault, or a magnitude 8.5 event on the San Andreas fault. The plan should take into account that road and rail transportation will probably be significantly reduced as a result of a severe earthquake. The public utilities (gas, electricity, and water) may be affected but to a lesser extent. In the case of the expected "great" earthquake of the San Andreas fault zone the California and Owens River Aqueducts will probably be cut for several months, and the Colorado River Aqueduct may also be damaged.

An Earthquake Disaster Plan should provide for emergency medical facilities, temporary shelter, emergency communications equipment, and emergency water and food supplies. Since a large earthquake in Southern California will severely affect many cities and hundreds of thousands of people, the efforts of Federal and State emergency services will be severely overextended. It is advisable that the City of Maywood be prepared to serve itself, and maintain continued functioning of necessary services rather than expect adequate aid from outside organizations.

Public Awareness:

A program to increase public awareness of earthquake safety should be initiated. The program could be presented as a series of neighborhood meetings or as a city-wide seminar. It should stress minimizing hazards in the home, and precautions to be taken after the occurrence of the earthquake. The following earthquake procedures present a comprehensive list of actions that an individual can take to minimize injury and loss in the event of an earthquake.

Before An Earthquake:

Potential earthquake hazards in the home should be removed or corrected. Top-heavy objects and furniture, such as bookcases and storage cabinets, should be fastened to the wall and the largest and heaviest objects placed on lower shelves. Water heaters and other appliances should be firmly bolted down, and flexible connections should be used whenever possible.

Supplies of food and water, a flashlight, a first-aid kit, and a battery-powered radio should be set aside for use in emergencies. Of course, this is advisable for other types of emergencies, as well as for earthquakes.

One or more members of the family should have a knowledge of first aid procedures because medical facilities nearly always are overloaded during an emergency or disaster, or may themselves be damaged beyond use.

All responsible family members should know what to do to avoid injury and panic. They should know how to turn off the electricity, water, and gas; and they should know the locations of the main switches and valves. This is particularly important for teenagers who are likely to be alone with smaller children.

It is most important for a resident of California to be aware that this is "earthquake country" and that earthquakes are most likely to occur again where they have occurred before. Building codes that require earthquake resistant construction should be vigorously supported and, when enacted into law, should be rigorously enforced. If effective building codes and grading ordinances do not exist in your community, support their enactment.

During An Earthquake:

The most important thing to do during an earthquake is to remain calm. If you can do so, you are less likely to be injured. If you are calm, those around you will have a greater tendency to stay calm, too. Make no moves or take no action without thinking about the possible consequences. Motion during an earthquake is not constant; commonly, there are a few seconds between tremors.

If you are inside a building, stand in a strong doorway or get under a desk, table, or bed. Watch for falling plaster, bricks, light fixtures, and other objects. Stay away from windows, mirrors, and chimneys. In tall buildings, it is best to get under a desk if it is securely fastened to the floor, and to stay away from windows or glass partitions.

Do not rush outside. Stairways and exits may be broken or may become jammed with people. Power for elevators and escalators may have failed. Many of the 115 persons who perished in Long Beach and Compton in 1933 ran outside only to be killed by falling debris and collapsing chimneys. If you are in a crowded place such as a theater, athletic stadium, or store, do not rush for an exit because many others will do the same thing. If you must leave a building,

choose your exit with care and, when going out, take care to avoid falling debris and collapsing walls or chimneys.

If you are outside when an earthquake strikes, try to stay away from high buildings, walls, power poles, lamp posts, or other structures that may fall. Falling or fallen electrical power lines must be avoided. If possible, go to an open area away from all hazards, but do not run through the streets. If you are in an automobile, stop in the safest possible place, which, of course, would be an open area, and remain in the car.

After An Earthquake:

After an earthquake, the most important thing to do is to check for injuries in your family and in the neighborhood. Seriously injured persons should not be moved unless they are in immediate danger of further injury. First aid should be administered, but only by someone who is qualified.

Check for fires and fire hazards. If damage has been severe, water lines to hydrants, telephone lines, and fire alarm systems may have been broken; contacting the fire department may be difficult. Some cities, such as San Francisco, have auxiliary water systems and large cisterns in addition to the regular system that supplies water to fire hydrants. Swimming pools, creeks, lakes, and fish ponds are possible emergency sources of water for fire fighting.

Utility lines to your house-gas, water, and electricity and appliances should be checked for damage. If there are gas leaks, shut off the main valve which is usually at the gas meter. Do not use matches, lighters, or open-flame appliances until you are sure there are no gas leaks. Do not use electrical switches or appliances if there are gas leaks, because they give off sparks which could ignite the gas. Shut off the electrical power if there is damage to the wiring; the main switch usually is in or next to the main fuse or circuit breaker box. Spilled flammable fluids, medicines, drugs and other harmful substances should be cleaned up as soon as possible.

Water lines may be damaged to such an extent that the water may be off. Emergency drinking water can be obtained from water heaters, toilet tanks, canned fruits and vegetables, and melted ice cubes. Toilets should not be flushed until both the incoming water lines and outgoing sewer lines have been checked to see if they are open. If electrical power is off for any length of time, plan to use the foods in your refrigerator and freezer first before they are spoiled. Canned and dried foods should be saved until last.

There may be much shattered glass and other debris in the area, so it is advisable to wear shoes or boots and a hard hat if you own one. Broken glass may get into foods and drinks. Liquids can be either strained through a clean cloth such as a handkerchief or decanted. Fireplaces, portable stoves, or barbecues can be used for emergency cooking but the fireplace chimney should be carefully checked for cracks and other damages before being used. In checking the chimney for damage, it should be approached cautiously, because weakened chimneys may collapse with the slightest of aftershocks. Particular checks should be made of the roof line and in the attic because unnoticed damage can lead to a fire. Closets and other storage areas should be checked for objects that have been dislodged or have fallen, but the doors should be opened carefully because of objects that may have fallen against them.

Do not use the telephone unless there is a genuine emergency. Emergencies, and damage reports, alerts, and other information can be obtained by turning on your radio. Do not go sightseeing; keep the streets open for the passage of emergency vehicles and equipment. Do not speculate or repeat the speculations of others - this is how rumors start.

Stay away from beaches and other waterfront areas where seismic sea waves (tsunamis), sometimes called "tidal waves", could strike. Again, your radio is the best source of information concerning the likelihood that a seismic sea wave will occur. Also stay away from steep landslide-prone areas if possible, because aftershocks may trigger a landslide or avalanche, especially if there has been a lot of rain and the ground is nearly saturated. Also stay away from earthquake-damaged structures. Additional earthquake shocks known as "aftershocks" normally occur after the main shock, sometimes over a period of several months. These are usually smaller than the main shock but they can cause damage, too, particularly to damaged and already weakened structures.

Parents should stay with your children who may suffer psychological trauma if parents are absent during the occurrence of aftershocks.

Cooperate with all public safety and relief organizations. Do not go into damaged areas unless authorized; you are subject to arrest if you get in the way of; or otherwise hinder, rescue operations. Martial law has been declared in a number of earthquake disasters. In the 1906 disaster in San Francisco, several looters were shot.

Send information about the earthquake to the Seismological Field Survey to help earth scientists understand earthquakes better.

POLICIES

The most important implications of seismic safety to the City of Maywood are in terms of building design and disaster preparedness. The following policies should be instituted in order to deal with these implications:

- o Encourage educational programs which inform residents of the City of procedures to follow in the event of a major earthquake.
- o Community programs that train policemen, firemen, and civil defense volunteers how to perform effectively after an earthquake.
- o The building department should use as a guideline the seismic zones and attendant response spectra for modification of the City of Maywood building code to bring it into conformance with expected seismic conditions resulting from future earthquakes.
- o In considering future construction relative to areas of potential liquefaction, prime emphasis should be placed upon communicating to developers and builders the findings of this report. The problem of potential liquefaction in the City of Maywood should be handled on a site-by-site basis by a licensed Soils Engineer.
- o A program of building inspection should be initiated to identify all structures in the City of Maywood that do not meet modern earthquake standards for construction and conform to design criteria of the modified City building code.
- o Institute a building instrumentation program for buildings over six (6) stories in height with an aggregate floor area of 60,000 square feet or more, and every building over ten (10) stories in height regardless of floor area, to provide three approved recording accelerographs.
- o The Building Department should establish and implement a program for the orderly elimination of hazardous old buildings.
- o Establish a priority system of roads, services, and other vital needs, in the event of an earthquake disaster.

- o Establish an Emergency Disaster Program for the City of Maywood. Objectives of the program should be:
 - 1. To save lives and protect property.
 - 2. To provide a basis for direction and control of emergency operations.
 - 3. To provide for the continuity of government.
 - 4. To repair and restore essential systems and services.
 - 5. To provide for the protection, use, and distribution of remaining resources.
 - 6. To coordinate operations with the civil defense emergency operations or other jurisdictions.
(Reference: The revised State standards for emergency planning issued in 1968 recognized preparations required for earthquake disasters).
- o Emergency communication centers, fire stations and other emergency service facilities should be examined as to their earthquake resistant capacities. If found below acceptable standards, a program should be adopted to bring these facilities up to standards within a reasonable time.
- o State, Federal, and other governmental agencies should be encouraged to intensify research on seismic and other geologic hazards.
- o The City should encourage the continued upgrading of the technical data base. The accelerograph installations required by the City of Los Angeles have been a major source of the data needed to analyze the ground motion of earthquakes and the response of structures, and therefrom to develop criteria for the design of structures capable of withstanding large earthquakes. Detailed site investigations for major structures should be encouraged. The results would be applicable not only to the structures themselves, but also to the refining of the spectra developed herein for the two zones within the City.
- o The Seismic Safety Element should be reviewed annually and should be comprehensively revised every five years or whenever substantially new scientific evidence becomes available.

Noise

NOISE ELEMENT

INTRODUCTION

Continued growth and advancing technology have brought increasing levels of noise to the urban environment and its inhabitants. Noise ranks as one of our major pollution problems today, and if not controlled, can jeopardize the health, safety and well-being of those affected.

The primary purposes of the Noise Element are to describe the social, economic, environmental and human impacts of noise on the general well-being of the community, to delineate the sources of noise in and around Maywood, and to provide a basis to prevent similar or additional problems in the future, especially in those areas concerning land use, housing and circulation. In addition, this element is an educational device through which many Maywood citizens can become more aware of noise problems and how to effectively deal with them.

STATE LAW

The California Government Code Section 65302(g) requires a Noise Element of all city and county General Plans, as follows:

A noise element in quantitative, numerical terms, showing contours of present and projected noise levels associated with all existing and proposed major transportation elements. These include but are not limited to:

- o Highways and freeways
- o Ground rapid transit systems
- o Airport ground facilities

GOALS & OBJECTIVES

It is the primary goal of the City of Maywood to prevent and prohibit any unnecessary, excessive, offensive noises, or increases in noise levels over acceptable levels, which are detrimental to the public health and welfare and contrary to the public interest in all areas of Maywood. This will insure appropriate noise standards through effective planning and land use regulations throughout the community. The following objectives are established in order to implement this goal:

- o Identify the sources of sound pollution in Maywood.
- o Develop criteria and guidelines for use in setting standards for the control and abatement of noise emission, transmission and exposure.
- o Prevent any increase in the acceptable ambient levels of sound in the residential areas of the community.
- o Control at their sources any sounds which exceed community accepted levels.
- o Provide assistance to all persons, groups or organizations engaged in developing and implementing noise abatement procedures and/or programs.

NOISE IMPACTS ON HUMANS

Noise, as perceived by the human ear, is generally described as "undesired sound". Since people react differently to various sounds, noise is often a matter of taste or preference, making regulations difficult.

Noise is a function of: PITCH, measured in terms of frequency from high whistles (20,000 cycles per second) to low rumbles or roars (20 cps); LOUDNESS is determined primarily by the physical intensity of the sound and is based on the magnitude of the variations of air pressure expressed in decibels (db); and DURATION is a measure of how long a sound persists (seconds).

Accoustical engineers have ranked loudness levels of sounds perceived by the human ear on a scale using the decibels (db) as the unit of measure adjusted to provide less weight to lower frequencies (A. weighted) as does the ear: db(A).

Typical everyday noise levels that can be expected in range from 30 db(A) (very quiet) to 100 db(A) (very loud) and sometimes higher. The "Table of Sound Levels" that Maywood follows lists the decibel range along with examples of the types of noise sources that would create each noise situation in a typical urban environment.

In contrast to the obvious sounds and noises which usually have known sources, there is a huge class of intermediate sounds, usually referred to as "ambient" or "background" noise. These are ever-present in urban areas and often thought of as sounds of the city or of the environment. Ambient noise is very difficult to control since its sources may be many, as are its directions and distances from the receiver.

Sounds that exceed the ambient background levels are "intrusive". The most irritating of these are usually not the loudest but are the "fluctuating" or "impulsive" sounds such as riveting or squeaking. As the ambient noise levels decrease in the evening or nighttime hours, these intrusive noises become even more intrusive and irritating. One such noise found in Maywood is train noise, which will be discussed later.

Man is capable of adapting to various types of noise with few ill effects. However, noise can cause detrimental physical and psychological effects and discomfort. The major adverse effect of noise would be complete or partial loss of hearing. The State Department of Public Health and other agencies studying noise and its effects, have found noise to cause or influence: (1) physiological stress, (2) interruption of sleep, (3) speech interference, (4) nervous tension, and (5) a general degradation in the quality of life.

SOURCES OF NOISE IN MAYWOOD

Noise may originate from linear sources such as highways, "spot" sources such as the location of a specific type of activity (i.e. service station, swimming pool, etc) or from an area of activity such as a manufacturing district.

Most noises may be categorized according to their associative emanation. The following is a description and brief assessment of the noises emanating from the four basic noise categories of Recreation, Commercial/Industrial, Residential, and Transportation.

Recreational Noise:

Recreational areas, such as ballfields, outdoor swimming pools, school playgrounds, active parks, and other facilities are sources of noise. Fortunately, the activities that take place in these areas are usually confined to daytime hours and not a problem after dark. Recreational noise is usually less irritating to most people than other types of noise and in most cases, recreational areas of Maywood are not a problem.

Commercial and Industrial Noise:

In commercial and industrial areas where noise is a part of the day-to-day operation of the particular businesses or land uses, any restrictions on noise should take into consideration the characteristics of that particular use and related to appropriate standards for that use. During the early planning and design stages for new commercial or industrial development, appropriate noise attenuation devices should be considered along with the design. The addition of a berm, wall, or other attenuation device could result in greatly reduced noise levels in adjacent neighborhoods.

Industrial and commercial uses which create clearly unacceptable noise can be dealt with, in most cases, through the City's current Section 88.01 Performance Standards.

Residential Noise:

Residential noise includes such things as power lawnmowers and other small power tools, air-conditioning units, excessively loud human voices, barking dogs, and radios, stereos, and other music equipment. Walls or other barriers between homes would be detrimental to neighborhood unity. A noise ordinance could set limits on the hours of operations of certain types of equipment. However the most effective way to combat the residential noise problem is through the residents' own cooperation and consideration for the privacy and well-being of their neighbors.

Transportation Noise:

Transportation noise consists of the varied sounds of horns, engines, tire squeal, sirens, noise caused by cars, trucks, buses, trains, airplanes, police cars, and other sources. The primary concern of the Noise Element is with transportation-related noise.

Aircraft Noise--The primary objectives of planning for aircraft noise concern the reduction of noise conflicts at and around airports and their traffic lanes or flight paths. Maywood does not have airport facilities either in or near the City. Therefore, the major source of aircraft noise emanates from privately owned aircraft flying over Maywood.

Railroad Noise--The map of Noise Level Contours includes these contours produced by railroad line operations around Maywood. There are two major railroad lines near Maywood, being: (1) the Union Pacific Line on the western boundary of the City running in the north-south direction parallel with Downey Road, and (2) the Southern Pacific Line near the southerly City boundary running parallel with Randolph Street between Fishburn and Walker Avenues. A third line, the Los Angeles Junction Railway, is a spur-line operation serving industrial areas along the north-west boundary of Maywood in the City of Vernon. Each of these lines has daily trains in each direction being mainly freights enroute to industrial areas in other cities, with the exception of the Los Angeles Junction Railway which serves primarily as a switching line operation for industries in the City of Vernon.

In an effort to make available all required noise information pertaining to their facilities, the railroad companies combined their efforts to have a general overall railroad operations noise guide prepared. This document, "Assessment of Noise Environments Around Railroad Operations", was used to evaluate the effects of railroad noise on Maywood neighborhoods and in the operation of railroad noise contours. The contours are based on the number of trains per day, their average length and speed and the grade of the tracks. Since the train noise is generally more disturbing at night than in the daytime, an adjustment was made to reflect this factor also.

The noise contours shown on the map are only approximate and generalized. For specific problem areas a more detailed assessment should be made which would include such variables as bridges, barriers, curves in the track, elevation of the track, and other conditions that would affect the noise at that point.

Vehicular Noise--The Long Beach Freeway is the only source of freeway noise in Maywood and its noise impact on the City is minimal.

Noise emanating from surface streets constitute a major source of noise. Atlantic Boulevard and Slauson Avenue, the primary highways through the City, present the largest noise problems of major streets or highways because of the large volumes of traffic they handle daily. The noise level contour map shows the noise contours of major and secondary highways in addition to the railroad contours.

ATTENUATION OF SOUND

The reduction of sound or noise levels, by either natural or artificial means, is referred to as "attenuation".

Sound is normally attenuated over the distance it travels by such factors as absorption, deflection, or reflection and is affected by wind and temperature, buildings, walls, and landforms.

"Masking" occurs when an artificially produced sound is introduced to override unpleasant or undesirable noise. Piped-in music in offices or waterfalls and fountains in residential developments near freeways are forms of masking. Making more noise is often the only economical way of drowning out unwanted noise and of not being overheard. In such cases, the illusion of quiet can only be maintained in additional sound.

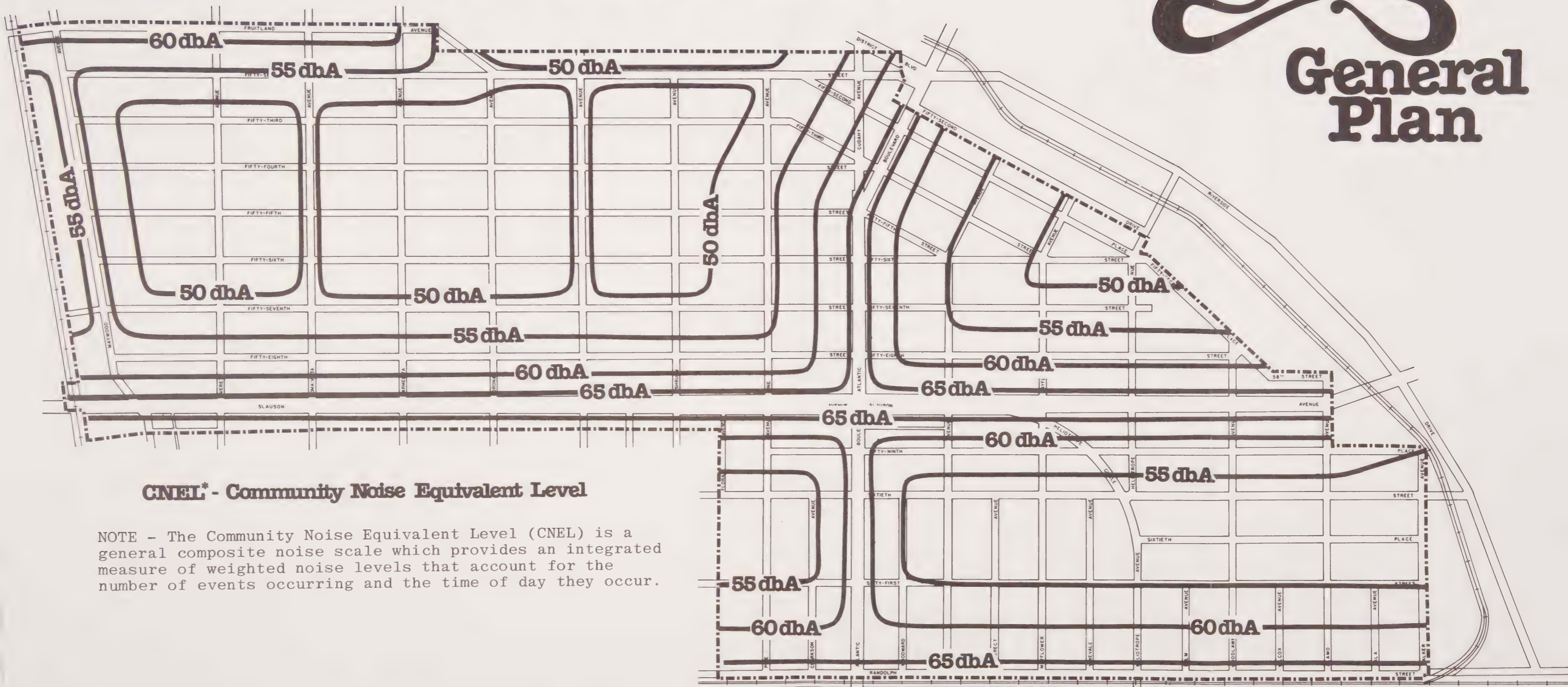
Attenuation Barriers:

The most available and usually most economical means of intervention in the noise path is construction of barriers as a means of reducing noise. A barrier may be formed by the road profile, by a solid wall, an embankment, a row of buildings, or by the terrain itself. Characteristics of barriers are:

- o Barriers are necessary only when the site's exposure of noise has been found Normally or Clearly Unacceptable.
- o To be an effective shield, a barrier must block all residential levels of all buildings from line-of-sight to the noise source with no gaps to allow noise leaks.
- o Barriers to be most effective should be close to either the noise source or the receiver.

CNEL* Noise Contours

Maywood General Plan



CNEL* - Community Noise Equivalent Level

NOTE - The Community Noise Equivalent Level (CNEL) is a general composite noise scale which provides an integrated measure of weighted noise levels that account for the number of events occurring and the time of day they occur.



0 200 400 600 800 1000 1200
SCALE IN FEET

FIGURE M

prepared by:
Urban Futures Inc.

- o Landscaping of the barrier may increase the aesthetic value of the project while also adding to the attenuation with additional masking sounds of the plants.

Attenuation Through Landscaping:

Probably the most aesthetically pleasing and environmentally beneficial forms of acoustical control are plants. However, plants are not the best attenuators when compared to manufactured products, rocks, or other forms and elements. Basically, the effectiveness of plants to control sound is determined by:

- o Sound - Its type, decibel level, intensity and origin.
- o Planting - Type, height, density, and location.
- o Climatic Factors - Wind direction and velocity, temperature and humidity.

Plants can influence the direction and intensity of sound by modifying the climate, primarily wind and temperature. Trees are especially effective in scattering or diffusing sound and add to the effectiveness of lower shrubs and grasses.

Planted along busy highways or freeways, plants and trees not only help to attenuate the sounds but also mask the traffic noise with more pleasant sounds, not to mention the visual benefits of such a buffer between neighborhoods and noise sources.

Although the effectiveness of plants as attenuators is often unpredictable, generally a variety of shrubs and grasses working in concert with trees (preferably evergreens since they do not lose their leaves) will produce an effective noise screen if properly designed for such a purpose.

Insulation of Structures:

The California Commission of Housing and Community Development recently adopted noise standards and regulations which became effective on September 7, 1974. One ruling states:

"Interior Community Noise Equivalent Levels (CNEL) attributable to exterior sources shall not exceed an annual CNEL of 45 dB in any habitable room."

It also states:

"Residential buildings or structures to be located within exterior community noise level contours of 60 dB of an existing or adopted freeway, expressway, parkway, major street thoroughfare, railroad or rapid transit line, shall require an acoustical analysis showing that the building has been designed to limit intruding noise to the levels prescribed in subsection 1092(e) (2)."

If the City of Maywood continues to utilize the Uniform Building Code and also support and adhere to all state and Federal legislation designed to abate and control noise pollution, there should be no major noise conflicts concerning the insulation of buildings. However, additional precautions can be taken through the careful planning and location of various land uses to avoid incompatible uses that could result in noise conflicts.

Planning for future noise problems allows conflicts to be resolved considering all options. The basic problems are new noise sources, increases in noise from existing sources, and new residents moving into noise-impacted areas. Proper planning could provide solutions for each of these problems before they become a problem.

NOISE CONTROL MEASURES

There are three basic procedures that may be used to reduce noise:

- o Control the noise at the source (enclosure, alternative design, etc.)
- o Interrupt the path of the noise (barriers, distance separation, structures, etc.)
- o Personal protection (earplugs, adaptation to the noise, or vacation of the noise-impacted areas).

As with most pollution problems, the major emphasis should be placed at the source of the problem and personal protection should always be a last resort. However, until noise sources can be effectively controlled, interruption of the path is considered an acceptable solution.

Where it is not economically or physically feasible to reduce the noise levels of certain land uses to a point of compatibility with other "quiet" land uses, it may be necessary to ensure future compatibility through appropriate zoning.

Another tool that has proven to be very effective in many communities is the comprehensive community noise control ordinance. Currently, Maywood has few major noise problems and the current noise performance standard will be adequate for the next few years, provided unforeseen noise problems do not occur. If such problems do occur, the City may revise and update the current ordinance or adopt one that is more detailed and comprehensive, depending on the problems and needs at that time.

To aid in the evaluation of issues involving noise, the following are approximate CNEL* noise ranges that are considered to be the exterior maximum acceptable for each of the various land uses listed below.

* Community Noise Equivalent Level

LAND USE	ACCEPTABLE EXTERIOR CNEL	MAXIMUM RANGE
Single Family Residential	65 dB(A)	
Multiple Family Residential.....	65 dB(A)	
Schools, Libraries, Churches.....	65 dB(A)	
Hospitals, Nursing Homes.....	65 dB(A)	
Playgrounds, Parks.....	65 dB(A)	
Transient Lodging.....	70 dB(A)	
Manufacturing.....	70 dB(A)	
Office Buildings.....	75 dB(A)	
Commercial - Retail.....	75 dB(A)	
Commercial - Wholesale.....	80 dB(A)	

SOURCE: Department of Housing and Urban Development

Conclusions and Recommendations:

The City of Maywood is fortunate in being relatively free of many of the major noise problems that often plague larger cities in the area. There are no airports or aircraft problems, the railroads that pass near the City handle a low volume of traffic and no fast passenger trains, and the only freeway in the vicinity skirts the eastern periphery of the City causing minimal conflicts. The major vehicular traffic arterials, Atlantic Boulevard and Slauson Avenue, handle a great volume of traffic, but, with a few minor exceptions, no residential neighborhoods abut these highways to cause major conflicts.

Noise information has been gathered from the various agencies or private concerns responsible for the noise and it has been mapped on the Noise Level Contours Map. It is now the City's responsibility to provide or generate similar information, if and when such information becomes necessary, pertaining to streets and other City facilities. It may also be advantageous to adopt noise standards or guidelines for various types of land uses, such as those in this element, to aid in land use decisions. There are presently no such standards in Maywood, making noise attenuation the responsibility of the home- or landowner rather than the developer or agency responsible for the maintenance of the noise-generating facility.

The following are policy recommendations based on the Noise Element findings and are aimed toward the future provision of a quieter living environment for Maywood residents.

- o Make the consideration of Noise Element goals and objectives a part of all land use decisions.
- o Consider steps to correct existing or avoid future noise problem areas through abatement procedures discussed in this element.
- o Request that all law enforcement agencies strictly enforce statutes pertaining to motor vehicle muffler systems.
- o The City should support and adhere to all State and Federal legislation designed to abate and control noise pollution.

- o Work closely with the appropriate agencies and authorities, whenever possible, to ensure the inclusion of noise considerations and attenuation devices in all future projects that may affect Maywood residents.

Circulation

CIRCULATION ELEMENT

INTRODUCTION

Maywood's Circulation Element provides for the planning and future development of the City's circulatory systems and for its coordination with other elements of the General Plan. The purpose of the Circulation Element is to designate a system of streets and highways which will provide adequate links between existing and proposed land uses, community service facilities, and major activity nodes.

All cities have a need for mobility and access, provided for by an efficient and safe transportation network. These needs are met through a variety of transportation modes ranging from foot traffic to railroads and air travel. Generally, transportation facilities cannot be allowed to function apart from, or in conflict with, their environments. Circulation interacts with, and should complement, other resident and community interests such as parks and playgrounds, housing, schools, commercial services and activity centers, and general community well-being.

A close relationship exists between the highways and street network and the use of land. The types of land uses, the intensities of uses, and the manner in which the land is developed, all affect the character, volume, and efficiency of the street network. To achieve maximum efficiency, safety, and community service, the City's transportation goals should be achieved within the broader framework of overall community goals.

CLASSIFICATION OF STREETS

Streets and highways are classified according to a combination of their intended functions and intended service areas. Each classification involves either movement or access to a distinctly different degree. The proposed classifications are:

- o Freeways
- o Major Highways
- o Secondary Highways
- o Collector Streets
- o Local Streets

Freeways:

The important role that freeways plan in the Los Angeles region is obvious. Although there are no freeways within the City of Maywood, residents have access to the Long Beach Freeway via Atlantic Boulevard. Because of this ease of access to the freeway system, Maywood residents enjoy excellent access to a wide range of opportunities of all types throughout the Los Angeles Basin and Southern California. Because of the often negative impacts of freeways, it is fortunate that the Long Beach Freeway is located outside the City but still within easy reach. Only one additional freeway, the Slauson Freeway, has been proposed in the Maywood area. However, the final route has not been adopted and, due to monetary constraints, environmental concerns, and other priorities for freeway construction, it is doubtful that any further action will be taken on the Slauson Freeway for many years to come.

Major Highways:

Major highways link the principal elements within the City to each other and to areas outside the City's boundaries. They carry traffic through the City, through surrounding communities, between activity centers, and to connecting freeways.

The function of the major arterial system is to move traffic easily and swiftly. Access and parking functions should be minimized. Traditionally, this separation between traffic movement and service to adjacent land uses has not been a serious factor in circulation or land use planning. However, with today's increasing land use densities and traffic volumes, it is becoming more important to orient adjacent development away from major arterials, properly signalize intersections, bring these arterials up to standards (generally 100 foot right-of-way width), and other measures to facilitate proper traffic movement and compatibility with adjacent land uses.

The Los Angeles County Master Plan of Highways, the City of Maywood, and adjacent communities designate Atlantic Boulevard and Slauson Avenue as major arterial highways. It is recommended that they continue to be so designated by the City.

The present characteristics of these two major streets, as they pass through Maywood, do not fully conform to generally-accepted standards for major arterials. Both have rights-of-way of 90 feet in width (versus the recommended 100 feet) and both have access and parking as major service functions. Thus, they lack a certain efficiency which accrues to streets with greater width and more specialized functions. Currently, commercial land uses predominate along these arterials. The properties are characterized by extensive private improvements which, in many cases, would be impractical to alter, except in the long run. Furthermore, these two streets have functioned adequately in relation to their adjoining land uses. In view of these conditions, it is recommended that no major physical changes be planned for these arterials until such time as conditions fully warrant.

Secondary Highways:

The primary function of secondary highways is to serve locally-destined traffic, tying together various areas and activity centers of the City, and connecting them to other nearby areas. They also serve to route traffic to the major arterials. The desirable overall right-of-way width for secondary highways is 80 feet.

The Maywood General Plan recommends that the following streets be designated as secondary highways:

- o Maywood Avenue
- o Fruitland Avenue (52nd Street east of the transition near Corona Avenue)
- o District Boulevard (Outside City Limits to east)

Each of these streets has been designated as a secondary highway by the Los Angeles County Master Plan of Streets and Highways. Both District Boulevard and Maywood Avenue act as secondary highways for only short distances within the planning area (see Circulation Plan Map). North of Slauson Avenue, Maywood Avenue curves to link with Downey Road in the City of Vernon.

Collector and Local Streets:

The function of collector streets is to gather and route traffic from local streets to highways and local traffic generators such as schools, employment and shopping areas. Collector streets should not form a continuous system, and therefore, "T" intersections are encouraged. In cities the size of Maywood, collector streets also serve to connect activity centers such as schools, parks etc. At the same time, collector streets in smaller cities are often difficult to distinguish from local streets. Maywood Avenue, north of Slauson, Randolph Street and Alamo Avenue may be classified as collector streets. However, in general, all streets in the City below the classification of secondary highway are local-type streets.

The predominant land use in the City of Maywood is residential. This gives rise to locally-oriented street types, many of which are quite narrow, as compared to more recent subdivisions in newer communities. As a result, two-thirds of Maywood's street mileage consists of rights-of-way of 50 feet or less.

The primary purpose of local streets is to provide access to abutting property. Moving traffic is secondary. Since these streets are primarily in residential areas of the City, through traffic should be discouraged and all traffic should be channeled to collectors and secondary highways rather than directly onto major highways. Because Maywood is surrounded by railroad tracks on three sides and by industry on the fourth, most of the City's streets terminate within its borders. This helps to minimize through traffic in residential areas but, at the same time, places additional emphasis on the major and secondary highways which provide access in and out of the City. So, it can be seen that, while access is being provided to neighborhoods and properties by collectors and local streets, it is important to design the secondary and major highways to allow free flow of traffic through the City.

The 30 to 40 feet of pavement between curbs now existing on most of Maywood's local streets is somewhat inadequate to handle peak-hour traffic needs. It is recommended that all local streets which are now 30 feet wide should be reconstructed and improved with 40 feet of pavement. This can be accomplished within existing 50 foot rights-of-way, without acquisition of additional property. Building lines established by the City should be maintained in order to harmonize with future street widenings.

GOALS

Given Maywood's current circulation system and needs, it is desirable to formulate a set of goals and objectives to be used as a guide for the enhancement of the circulation system as well as other desirable characteristics of the City. The following are recommended goals:

- o To provide for safe, efficient, and convenient vehicular circulation throughout the City.
- o To provide a circulation system which enhances the community's cohesion and residential livability.
- o To promote a circulation system which is coordinated with, and in support of, other community desires.
- o To cooperate with other jurisdictions to help provide an efficient regional transportation system.
- o To reduce conflicts between through and local traffic.

IMPLEMENTATION

The circulation plan has been coordinated with those of adjacent communities and with that of the County of Los Angeles. Continuing effort should be made to uphold this coordination as these other plans mature, especially regarding the extension of Gifford Avenue.

The installation of needed street improvements should be phased in conjunction with the development of new commercial and residential land uses and with the normal timing of street repairs.

Circulation

Maywood General Plan

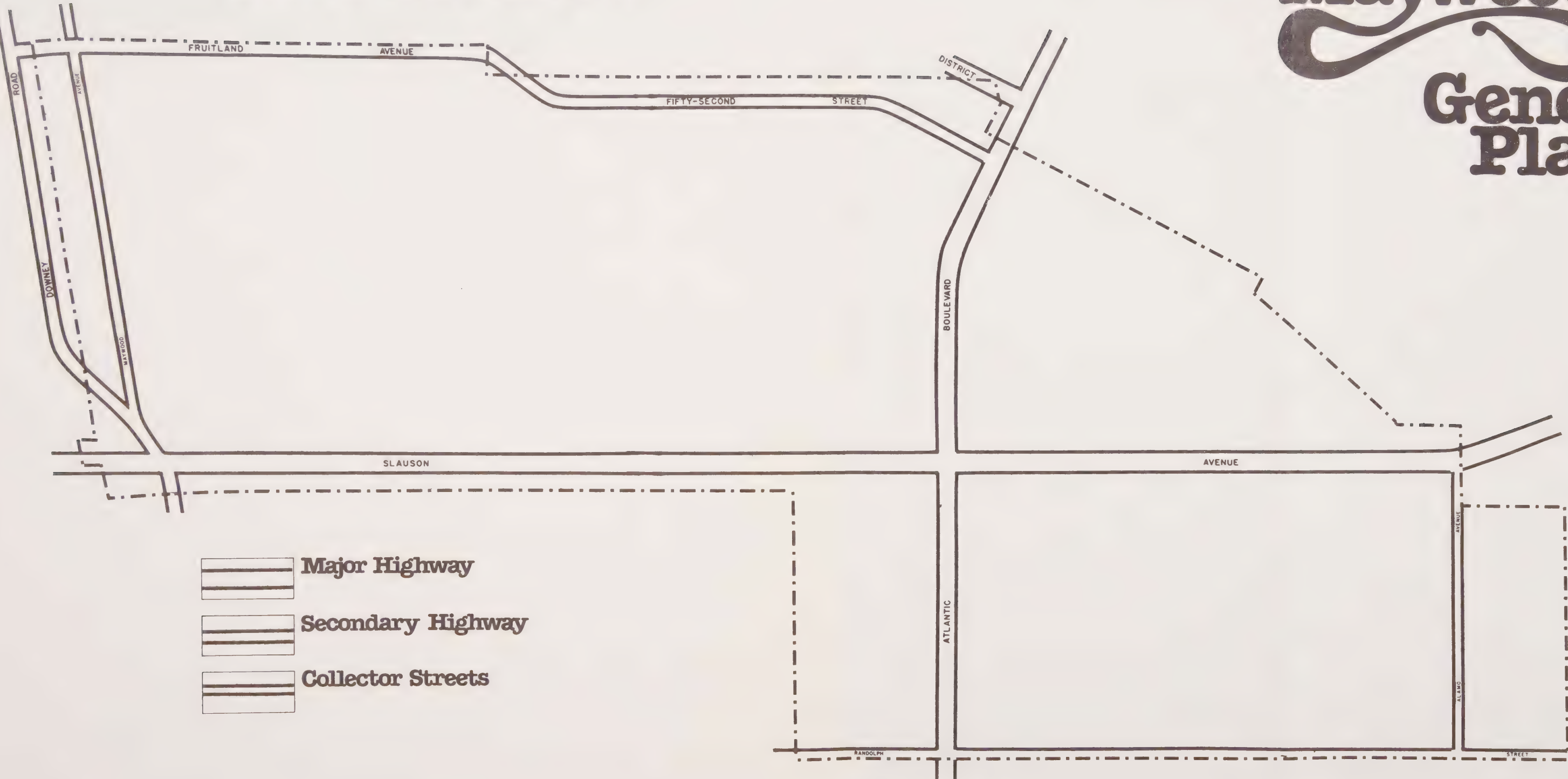


FIGURE N

prepared by:
Urban Futures Inc.

Housing

HOUSING ELEMENT

The California Government Code requires "A housing element....consisting of standards and plans for the improvement of housing and for provisions of adequate sites for housing. This element of the (general) plan shall make adequate provisions for all the housing needs of all economic segments of the community".

Guidelines set forth by the Council on Intergovernmental Relations define specific areas of concern and need in the community:

- o Population Characteristics
- o Inventory of Existing Units
- o Inventory of Potential Sites
- o Need by Type, Size, Location, Price, etc.

The Maywood Housing Assistance Plan, which was prepared earlier this year as a requirement of the Department of Housing and Urban Development Community Development Block Grant Application, dealt with all of these items in determining the need for housing assistance within the City. The Housing Element further refines that data to identify solutions to housing problems with emphasis on lower income and minority groups.

EXISTING COMMUNITY CONDITIONS

Today, Maywood is a mature community with a stabilized growth rate. The characteristically residential nature of the community makes Maywood quite appealing to families of moderate means who desire to live near major employment areas in a pleasant residential environment.

In order to adequately meet the housing needs of all economic segments of the community, general characteristics of population, income and employment were analyzed, with special attention given to the characteristics of poverty low and moderate income groups, elderly residents and the unemployed. The primary source of this information in Maywood was the 1970 U.S. Census. Data from other avail-

able sources was used in order to update certain population and housing unit figures. The main advantage of using 1970 Census data is that much of the information needed to properly evaluate existing conditions and housing needs is only available from this source, which is only updated every ten years.

Population Characteristics:

Maywood's population is made up primarily of moderate income families whose main source of income is from employment in the surrounding industrial areas. The total population of the City, according to the 1970 Census is 16,996, of which 5,934 (34.9%) were of Spanish language or surname. This is the only racial minority or ethnic minority that consisted of more than five percent of the City's total population. However, there is another minority group of great importance. It consists of the elderly of the community. Those 62 years old or older make up just over 12 percent of the Maywood population. The Spanish and elderly are the two minority groups that will be most closely evaluated in this element in order to insure that their particular housing needs are adequately assessed and provided for.

Family Income Characteristics:

The median income of all Maywood families in 1970 was \$8,504 per year. Maywood is consistently lower in all income categories in comparison to Los Angeles County figures.

The median income of Spanish families was almost \$900 lower than the overall City average. Median earnings of persons also reflect lower Spanish incomes for both males and females.

In comparison with County-wide figures, Maywood has higher percentages of families below poverty level indicating again a slightly lower than average income for its residents. Of the 430 Maywood families below poverty level in 1970, 185 (43%) were receiving public assistance. Of the 182 Spanish families below poverty level, 81 (44.5%) were receiving public assistance. This leaves almost 350 Maywood families below poverty level.

Employment Characteristics:

Generally, a low percentage of Maywood workers and especially Spanish workers, are employed in the higher-paying "white collar" professions such as professional, technical, managerial and administrative. A very high

percentage of the Maywood labor force is employed in the operative and craftsmen fields. These are the "blue-collar" occupations that prevail in the industrial areas around Maywood and generally provide a lower income than occupations in the "white-collar" professions. This large industrial area does provide a great deal of available employment for Maywood residence though. Maywood's unemployment rate in 1970 was 5.7 percent whereas the County's rate was 6.3 percent. The City's Spanish showed an even higher rate of employment with only 4.9 percent unemployed compared to 7.1 percent of the County's Spanish. Since 1970 though, the County unemployment rate has risen sharply. In April of 1975 Los Angeles County had 9.9 percent of the civilian labor force unemployed so Maywood's unemployment rate can be expected to be from two to three percent higher at this time.

EXISTING HOUSING CONDITIONS

The 1970 Census showed 6,870 dwelling units in the City of Maywood, of which, 65 percent are of single-family and duplex type. Since this information is five years old, Los Angeles Regional Planning Commission Periodic Reports have been used to up-date the dwelling unit figures to July, 1975. The following figure indicates Maywood has less units now than in 1970.

HOUSING UNITS BY TYPE

FIGURE O	1970	1975
	<u>CENSUS %</u>	<u>LARPC %</u>
Total Year-round Housing Units	6,870	6,836
Single-Family & Duplex	4,467 (65.0%)	4,460 (65.2%)
Multiple Family	2,399 (34.9%)	2,373 (34.7%)
Mobil Homes	4 (0.1%)	3 (0.1%)

Due to the fact that there is only a difference of 34 units (one-half of one percent) for the total year-round units between 1970 and 1975, 1970 Census figures are used throughout this section.

Over two-thirds of the occupied housing units in the City are rented rather than owned.

HOUSING UNITS BY OCCUPANCY

FIGURE P

	<u>UNITS</u>	<u>PERCENT</u>
TOTAL YEAR-ROUND HOUSING UNITS	<u>6,870</u>	<u>100</u>
Owner Occupied	1,937	28.2
Renter Occupied	4,602	67.0
Vacant	331	4.8

Such a high incidence of absentee ownership is often followed by deterioration of the housing stock due to a lack of concern, or at least a diminished concern for the rented property by the residents and neglect by the owners. On the whole, Maywood has not yet been afflicted by large scale neighborhood decay as many mature cities have. There are small pockets throughout the City and many individual structures that are presently in need of code enforcement and/or minor maintenance but, overall, the housing stock is in average to good condition for its age and well maintained.

Age and Occupancy of Units:

As has been mentioned previously, Maywood is a mature community. The housing stock is also mature with only 3 percent of the structures built during the past ten years. Almost 66 percent of the units were built prior to 1950. Older neighborhoods are beginning to show their age in several ways. The most obvious, of course, is the exterior condition and appearance. But, these older structures can also be expected to have a higher rate of plumbing, electrical, structural, and other problems that are not always obvious at the surface.

Characteristics of older homes are not always negative. They often offer benefits not found in new subdivisions, such as larger yard areas, mature trees and landscaping, sales prices that are appealing to lower income families and close proximity to large employment areas. Maywoods success as a residential community is largely because of these reasons.

Housing Values and Rents:

The average dollar value of owner-occupied housing units in 1970 was \$18,300. Since that time though, with inflationary trends and higher costs, housing values have also increased. In late 1974 a sample of houses sold in Maywood indicated the average house sold for approximately \$22,200.

The average contract rent in 1970 was \$87. Research done in January of 1975 indicates that rents charged for units in multiple family structures are approximately \$150. It is apparent that rents have gone up rapidly over the past five years.

Generally, housing values and rents did not fluctuate greatly in different neighborhoods of the community. This information, along with the findings that structure age, racial distribution, and household income levels are also quite evenly distributed throughout the City, lead us to the conclusion that there are no major social, racial or economic concentrations within Maywood.

Substandard Units:

A housing survey, consisting of a detailed field survey of housing conditions throughout Maywood was undertaken in January, 1975 in order to better judge the current condition of the housing stock.

Four major classifications of housing conditions were used in the survey:

SOUND
CODE ENFORCEMENT NECESSARY
NEEDS REHABILITATION
DEMOLITION NECESSARY

The survey only evaluated the exterior of the structures and did not take into consideration lack of plumbing and did not take into consideration lack of plumbing facilities or overcrowded units. This data was tabulated by census tract and the results are shown on the following figure.

	CODE ENFORCEMENT NECESSARY	NEEDS REHABILITATION	DEMOLITION NECESSARY	VACANT LOTS
City Total	254	13	2	15

Housing Conditions Survey

Maywood General Plan



January 1975

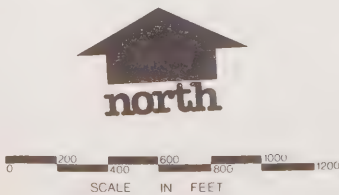


FIGURE Q

prepared by:
Urban Futures Inc.

Due to the limited nature of the survey, it is not intended to serve as the actual number of substandard units in Maywood. It will be used to supplement census information though on substandard units to help locate sites for rehabilitation or other housing projects. The map titled "Survey of Housing Conditions" identifies general areas in need of some type of rehabilitation.

Overcrowding:

Another factor that is often related to substandard units and often has a deteriorating influence on the neighborhood, is the degree of overcrowding in the residential structures. To obtain an estimate of overcrowding in Maywood, the table "Characteristics of Housing Units and Population, by Blocks" of the 1970 Census of Housing was used.

<u>CENSUS TRACT</u>	<u>OVERCROWDED UNITS BY CENSUS TRACT</u>	FIGURE R
	<u>UNITS WITH 1.01 OR MORE PERSONS PER ROOM</u>	<u>PERCENT OF OCCUPIED UNITS</u>
5333	183	19.9%
5334	420	13.3%
5337	<u>255</u>	<u>10.4%</u>
TOTAL	858	13.1% City-Wide

The Census also shows that of the 858 total units found to be overcrowded in Maywood, 56.9 percent were Spanish occupied. This is considerably higher than the overall percentage of Spanish population in the community, which was found to be 35 percent. Comparing this table with the results of the Housing Survey we can see that Census Tract #5333 is not only the most overcrowded, but is also in greatest need of code enforcement and rehabilitation of structures of the three census tracts. Because of the physical size of Census Tract #5333, only the percentage of structures are indicative of the problems and needs there, since both other larger tracts have higher actual totals of overcrowdedness and structural maintenance needs.

Another factor that was uncovered in our survey of housing values and rents was that C.T. #5333 was significantly lower in average rents than other areas of the City. Also, with the addition of the Housing Survey results, we could see that areas closer to the central park of the City and south-central were generally in better physical condition than structures around the periphery. This is graphically illustrated on the Site Location Map on the preceding page.

Suitable for Rehabilitation:

One objective of the Housing Assistance Plan was to identify the number of housing units in Maywood suitable for rehabilitation. Both the housing survey and the table entitled Occupancy Status and Condition of Units were used in arriving at the following figures.

TOTAL SUITABLE FOR REHABILITATION

<u>OWNER-TYPE</u>	<u>RENTAL-TYPE</u>	<u>TOTAL</u>
51	519	585

These are the total units in the City found to be substandard and needing different degrees of rehabilitation to bring them "up to code". The number was obtained by adding the units lacking some or all plumbing facilities (as reported in the Census) to the units estimated as being dilapidated with all plumbing facilities.

HOUSING NEEDS

This section takes into consideration special needs found to exist in lower income households of the community. Housing needs are based primarily on the number of lower income households that have to spend an excessive proportion of their income (usually more than 25 percent of the gross income) in order to afford adequate housing suited to their household requirements. Currently, just over 10 percent of all families and over 10 percent of Spanish families are receiving housing assistance in Maywood. Families currently receiving this assistance are not included in the following figures:

	<u>TOTAL</u>	<u>SPANISH</u>
IN NEED OF HOUSING ASSISTANCE	1,571	449

Of the 1,571 total households in need of housing assistance 442 are elderly and handicapped households.

Additional Household Needs:

Maywood is a mature community surrounded by similar communities. This locality is not having, nor does it expect to have in the foreseeable future, any major commercial or industrial growth that would bring additional new jobs to the area. Therefore, additional families coming to the City from other areas is not expected to create a considerable demand for new housing. Growth in the City has appeared to stabilize and future fluctuations in the population will probably be attributed to the economic conditions and employment cycles of the surrounding industry. Even with a stabilized growth rate, Maywood can expect people to continue to move into and away from the City as they change jobs or seek more suitable living conditions. Unless there are major unforeseeable conditions, in-migration is expected to approximately equal the outmigration of residents, over the next five to ten years.

It will be increasingly important, as the housing stock gets older, to continue to upgrade the quality of public facilities and services and the housing that is presently substandard to provide adequate shelter for these future residents as well as those already living in Maywood and to prevent deterioration of neighborhoods and the community.

HOUSING GOALS AND OBJECTIVES

Taking into consideration general community conditions, housing conditions and housing needs, as described in this element, realistic housing goals and objectives must be established in order to maintain and upgrade Maywood's housing stock.

State Housing Element Guidelines have identified three broad goals of a housing element:

- o To promote and insure the provision of adequate housing for all persons regardless of income, age, race, or ethnic background.

- o A supply of housing that varies sufficiently in cost, type, and location to meet the economic and social needs of all Maywood residents.
- o A full range of housing opportunities for low- and moderate-income persons and minority group members in Maywood to find suitable housing in all locations throughout the City.

An additional goal of Maywood's Housing Element is:

- o A well maintained community appearance through ongoing programs for the maintenance and improvement of Maywood's housing stock and community facilities.

Objectives:

o Code Enforcement

Maywood will continue and intensify its level of code enforcement in order to upgrade deteriorating conditions in the City's housing stock. Maywood will utilize an educational process to assist property owners in upgrading their homes or rental units, in order to stimulate community awareness of housing problems. This process will also include an awareness program for renters and will inform them of their rights and responsibilities regarding a rental unit and the landlord-tenant relationship. This program is a long-term commitment to ensure a high level of structural maintenance.

o Public Works Projects

General upgrading of all Maywood public works facilities is also a continuing process. Deficient public facilities such as streets, sidewalks, traffic control devices, street lights, etc., are in need of upgrading throughout the City. These projects can do much to add to the safety and welfare of the citizens. The aesthetic quality of public works projects can also set an example in trying to improve the housing stock and overall community appearance. Maywood will attempt to create, wherever possible, a more pleasing residential environment through these projects.

o Recreation

The City of Maywood recognized that improved living condition considerations go farther than just physically improving the housing stock and the

public works facilities that directly serve the housing stock. The quality of life in urban residential communities also depends on neighborhood recreational facilities. Maywood has an acute lack of adequate recreational opportunities for its residents. In order to improve neighborhood quality, the City must improve opportunities for recreation throughout the community for all segments of its population, with emphasis on needs of the elderly, the young, and the economically disadvantaged.

Land Use

LAND USE ELEMENT

Maywood's Land Use Element provides a comprehensive guide for future development and change within the community. This element proposes the future general location and distribution of all land uses throughout the City. Land use proposals are based on existing conditions, local and regional trends, input from all proceeding General Plan Elements and established objectives, principles, and standards for future development.

RESIDENTIAL LAND USE

Maywood has been, and will continue to be primarily a residential community in nature. Residential growth that occurred in the 1960's due to the conversion of single-family units to multi-family units is not taking place in the 1970's. Densities have stabilized with much of Maywood's residential land use remaining basically single family in nature.

The following residential objectives and principles define the means to move toward accomplishing the goals established on Pages 10 and 11 of the General Plan.

Objectives:

- o To preserve and enhance the quality and livability of the City's residential areas, with emphasis on safe, convenient, attractive and quiet neighborhoods.
- o To encourage a variety of housing arrangements and densities appropriately located and designed in relation to circulation, community facilities, aesthetics, and the existing nature of the residential area.
- o To promote neighborhood stability by preventing deterioration of the City's existing housing stock and by encouraging higher minimum standards of quality for new residential development.

- o To assure a level of urban services and improvements such as schools, parks, utilities, and street facilities commensurate with residential densities and recommended standards.
- o To prevent the intrusion of incompatible or conflicting land uses into residential neighborhoods.

Principles:

- o Residential densities should relate to a reasonable estimate of the City's future population and demand for dwelling units.
- o Residential densities should also relate to lot size in order to permit proper site planning for safety, parking, privacy and open space requirements.
- o Developers of higher density multi-family projects should be required to assist the community in providing adequate street and parking facilities to accommodate the increased traffic and population caused by higher residential densities.
- o Because the City's existing single-family housing provides much of the quality and livability to Maywood neighborhoods, residential conservation, and rehabilitation programs aimed at improving, and maintaining the quality of this housing should be encouraged.

Recommendations:

It is generally desirable to provide a full range of residential densities, such as low, medium and high density categories for different intensities of development in different parts of the City. Maywood's well-established land use pattern though, is unique in that it consists of a mixture of dwelling unit types and intensities throughout all residential areas in the Community. In fact, every residential block in Maywood, has a mixture of single family, two family and multiple family residential uses. A block-by-block analysis of all residential land in the community revealed net densities range from approximately 8 to 35 dwelling units per acre. Because of this mixture of residential uses and densities no areas lend themselves specifically to low, medium or high density residential uses. For this

reason, only one residential land use category is recommended.

The land use plan proposes 433.4 acres of residential land with a maximum development capacity of 20 dwelling units per acre. This figure was established to encourage the maintenance of the existing single family nature of the Community. High density residential development over 20 dwelling units per acre strains City resources, creates traffic and parking congestion on already narrow streets, and requires proportionally more public services such as police, fire, water and power than lower density uses. These impacts can seriously effect the quality of the existing single family nature of the community which the City would like to protect.

Residential development standards contained in the City's zoning ordinance such as minimum parcel size, adequate lot frontages, street widths, off-street parking and usable outdoor open areas should be modified or maintained in order to be consistent with the maximum development capacity established to protect the existing nature of the Community.

Population and Housing Unit Projections:

After 50 years of continuous population growth, Maywood has had a decreasing population for the past five years. Growth is continuing on a regional basis in Southern California, but there is a strong net migration of households moving out from Los Angeles County to surrounding counties, with some of the central portions of the region now losing population. Maywood is currently in an area that is experiencing a small but steady decrease in population. Conversions from single-family units to multi-family units are not occurring and residential densities are stabilizing in line with the population in Maywood. This slow but small out migration is expected to trail off and stabilize, with current densities also remaining at current levels, excluding major unforeseen conditions.

POPULATION PROJECTIONS - MAYWOOD GENERAL PLAN

FIGURE S

TOTAL NET RESIDENTIAL ACRES	PERSONS FOR DWELLING UNIT	ESTIMATED DWELLING UNITS PER ACRE			ESTIMATED POPULATION RANGE		
		LOW	PROBABLE	MAXIMUM	LOW	PROBABLE	MAXIMUM
433.4	2.42	12	16	20	12,586	16,781	20,976

Calculations: Net acres x Persons Per Dwelling Unit x Dwelling Units Per Acre = Population.

Source: Urban Futures, Inc.

Using the proposed residential land use as a base, an ultimate population range was calculated for Maywood. The area of each residential category was multiplied by the current persons per dwelling unit. This product was then multiplied by the low, probable and maximum allowed dwelling units per acre in order to arrive at a population range for the City, as shown on the Population Projection Chart.

If every parcel of residential land in Maywood was developed to its maximum allowable density (a very unlikely event) the City would contain just under 21,000 people and 8,670 homes. If the lower end of the density ranges develop, the City would have only 12,580 people and under 5,200 homes. These are the extremes though. If densities remain stable, the proposed residential land will contain approximately 16,780 people and just under 6,935 homes. Over the next ten years, Maywood's population is expected to remain between 15,000 to 18,500 people.

COMMERCIAL LAND USE

Maywood, like many older cities in the Los Angeles Metropolitan Area, has a variety of land uses along its two major thoroughfares. Slauson Avenue and Atlantic Boulevard have primarily commercial uses with residential and industrial use mixed in along the length of both highways. Over 95 percent of all commercial land uses in Maywood are located on or adjacent to Slauson Avenue and Atlantic Boulevard. These highway related commercial uses account for the vast majority of all Maywood's commercial land use.

Objectives:

- o To provide for facilities offering an appropriate range of commercial goods and services for the City's population.
- o To promote the orderly development of the City's commercial areas with proper consideration given to location, design appearance, parking and safe and efficient access.
- o To strengthen the City's economic and tax base through attracting more business activity and sales volume.

Principles:

- o Uses which function most effectively as highway commercial should be promoted and given special consideration for the strip commercial area along Slauson Avenue and Atlantic Boulevard.
- o Retail businesses should be encouraged to concentrate in centralized clusters to take advantage of one-stop shopping, separation of pedestrian and vehicular traffic, adequate off-street parking and attractive site design.
- o Commercial uses should be designed to contribute to the identity of the community.
- o The redevelopment of older commercial structures should be encouraged.

Recommendations:

Based upon the long-established pattern of land use in Maywood, the General Plan proposes 57.9 acres of commercial uses along the two major arterials in the City. All proposed commercial land uses are located on or adjacent to Slauson Avenue and Atlantic Boulevard, and account for approximately 8 percent of Maywood's land area.

Plans were suggested in the 1964 General Plan for a 12 acre Town Center incorporating a shopping center, civic center, offices and other commercial uses. This plan has not developed, and is no longer economically feasible at this time. For this reason, commercial land uses are recommended for 58 acres, which allows for a sufficient percentage of commercial uses, based upon the Maywood trade area.

It is important to remember that many commercial uses do not function effectively in strip developments along highways. Problems such as conflicts between pedestrian and vehicular traffic, inadequate lot sizes and depths, excessive distances between complementary uses and lack of parking facilities can greatly effect commercial uses. There are businesses though which function best in highway commercial sites. Such uses as gas stations, repair shops, motels, printing establishments, restaurants and so on serve the highway trade and the industrial consumers that surround the City much more effectively than other non-highway related commercial land uses.

INDUSTRIAL LAND USE

Although bordered on three sides by extensive areas of heavy industrial uses, Maywood remains essentially a residential community. Currently, industrial development within Maywood is restricted to small section on the City's periphery. Accordingly, the General Plan envisions only limited areas for industrial use within the City.

Objectives:

- o To determine logical areas suited to industrial use and encourage an orderly pattern of industrial development with particular attention to relationships to surrounding land uses and to the transportation system.
- o To promote limited industrial expansion in order to strengthen the City's economic base.

Principles:

- o Efforts to promote industrial development should recognize the criteria of economic feasibility and community preferences.
- o Because the uncontrolled mixing of industrial and residential uses creates a poor environment for both consideration should be given to proper segregation of the two uses.
- o Industrial uses that are adjacent to residential uses should be concerned with off-street parking, screening unsightly areas, and minimizing such factors as noise, smoke, odors, and vibration.

Recommendations:

Building upon established uses, 32.9 acres are recommended for industrial land uses within the City, making up approximately 4.5 percent of Maywood's land. Industrial concentrations are along the west side of Maywood Avenue; along Fruitland Avenue and portions of 52nd Street; at Atlantic and District Boulevards; and on the eastern city limits at Slauson Avenue and Woodlawn Avenue. These areas have remained predominately in light industrial use for many years, and accommodate warehouses, trucking yards, machine shops and other uses. In addition these areas border heavy industrial areas in the City of Vernon and have easy access to transportation facilities.

PUBLIC LAND USE

Public land uses consist of those improvements which are constructed by public agencies with public funds for the benefit of the community at large. Principal public uses include city administrative offices, public schools, parks, the community building, fire and police stations, libraries and city maintenance facilities.

The present Civic Center includes the City Hall, the Police Department and the Public Library, and is situated on approximately three-quarters of an acre. The site is properly located relative to the community area it serves but the size of these facilities are limited. Currently, police facilities are expanding into the area left vacant by the elimination of fire facilities within City Hall. Fire protection is provided under contract by Los Angeles County. Fire facilities serving Maywood are now located in the adjacent cities of Vernon, Huntington Park and Bell. City maintenance facilities are located adjacent to City Park in the northeast portion of the City.

There are three schools within Maywood's boundaries that account for 11.3 acres. These are Fishburn Elementary, Heliotrope Elementary and Loma Vista Elementary. Junior High School students in Maywood are served by Nimitz Junior High in Huntington Park while High School students are served by Huntington Park High and Bell High School. All of these schools have been experiencing increasing enrollments for approximately the last six years. Maywood's elementary school enrollments have increased to the point where there are currently almost 3,000 students in these three schools. Half day sessions are in operations at Fishburn and Loma Vista schools due to increasing enrollments. In relation to Los Angeles Unified School District standards, Maywood's elementary schools and the junior high and high schools are well above the optimum enrollment sizes and well below the optimum site size standard.

Maywood's public park and recreation land is limited to Pixley Park, City Park and the Maywood Community Building, which accounts for close to six acres.

Objectives:

- o To provide essential public protection and service facilities in accordance with the needs and resources of the City's population.
- o To develop public sites which will serve as a source of civic pride and community identity.

Principles:

- o Public facilities should be properly located and of adequate size to meet present and anticipated future requirements.
- o Site acquisition and construction schedules should be programmed in advance in order to derive the maximum benefit from limited public land and financial resources.

Recommendations:

The General Plan proposes 19.7 acres for public land uses throughout the City and accounts for close to three percent of Maywood's total land area.

Civic Center--As pointed out in the Commercial Land Use proposal, a planned Town Center incorporating a new City Hall complex and an office building has not proven feasible. Existing City administrative offices are currently adequate while police facilities are expanding into City Hall space vacated by the fire department. Library facilities and city maintenance facilities are also adequate for the community's needs at this time. No additional land or structures are proposed for these City services at this time.

Schools--Although Maywood's schools are well over recommended enrollment levels and school sites are well below optimum size standards, the City of Maywood realizes it is not economically feasible for the Los Angeles Unified School District to expand these sites and facilities at this time. New facilities such as additional classrooms and a cafeteria are planned for Fishburn Elementary and Heliotrope Elementary over the next few years. The City encourages the School District to continue to upgrade Maywood schools whenever and wherever it is feasible.

Park and Recreation--Just over six acres of land are proposed for park and recreation uses within Maywood. This includes the Community Building, Pixley Park and City Park, which is to be expanded through the acquisition of two additional parcels of land adjacent to the park.

Additional park facilities are also planned for City Park during 1977-1978. Recommendations made in the Recreation Element of the General Plan set forth priorities for acquiring and developing additional park land within the City. For a more detailed description of park and recreation recommendations, please refer back to the Open Space and Recreation Element.

DEVELOPMENT REVIEW BOARD

In order to implement the basic goals and objectives set forth in the Land Use Element, it is recommended the City of Maywood establish a Development Review Board with review powers over development or redevelopment that might not meet the intent of this plan. Through review procedures of all major development, the board should make special corrective recommendations when needed to insure compatibility with this element and all other elements of the General Plan. The specific corrective measures should become conditions of approval on issuance of the requested permit. This will insure that the basic intent of the Land Use Element and all other general plan elements and the goals, objectives and policies contained in these elements have been met.

The board should consist of at least five members and include a councilman, a planning commissioner, the building superintendent, a city planner and at least one resident of the Community. The board should also have available an engineer, architect and the city attorney to provide technical assistance as necessary.

The Development Review Board is the basic method the City of Maywood can initiate to insure the implementation of the Community's General Plan.

Land Use Plan

Maywood General Plan

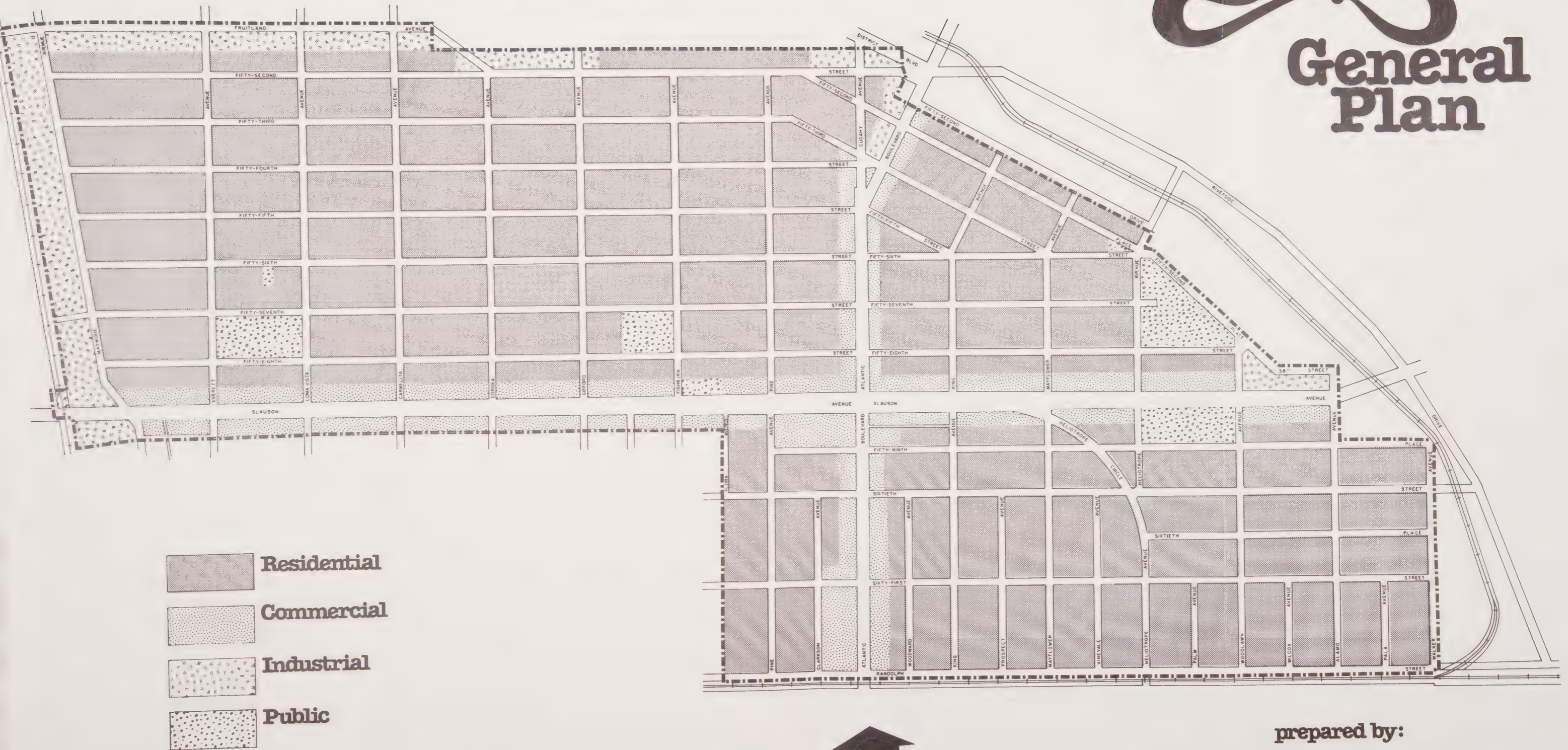


FIGURE T

prepared by:
Urban Futures Inc.

MAYWOOD PROPOSED LAND USE

SUMMARY

FIGURE U

	<u>ACRES</u>	<u>PERCENT</u>
Residential up to 20 dwelling units per acre	433.4	59.5
Commercial	57.9	8.0
Industrial	32.9	4.5
Public	19.7	2.7
Streets and highways	<u>184.4</u>	<u>25.3</u>
TOTAL	728.3	100.0

U.C. BERKELEY LIBRARIES



C124890899

Prepared By

**URBAN
FUTURES**
incorporated

Planning/Architecture/Economics-Finance